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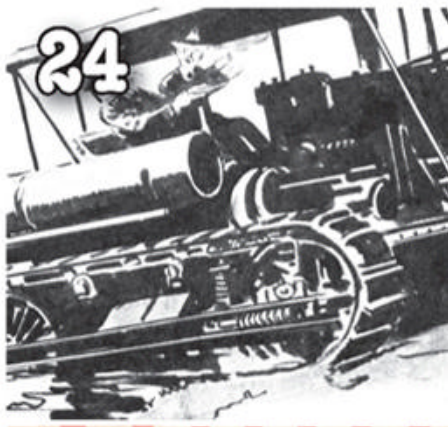
Farm Collector staff



On the cover: Harry Ferguson demonstrating the 1936 Ferguson-Brown Type A tractor with 3-point hitch.

Image courtesy UK MF Archives.

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Considering that ounce of caution

In America, our lives are wrapped in one great big layer of protection. From OSHA directives to food packaging, appliance safety *(your toaster is not approved for use while bathing!)* to warnings printed on everything from plastic bags to toddlers' inflatable pool toys, government and industry have done all they could to enhance safety.

These days, of course, that fact is often the target of ridicule and scorn. We can afford to be snarky. How many farmers were killed this year by tractors that suddenly reared and flipped backward?

It was not always so. Before the invention of the 3-point hitch, tractors were designed to take the place of horses and used trailed implements. Because of the weight of the implement on the back, if the tractor was plowing and the implement hit an obstruction, the rear wheels would not slip and the tractor would tip over backward, often before the driver had a chance to react, leading to serious accidents.

The Fordson, in particular, had a marked and well-known propensity to tip. One magazine of the era recommended each Fordson be painted with the somber message "Prepare to meet thy god." Nearly every category of early farm equipment contained at least one model referred to as a "widow maker."

In the past several issues of *Farm Collector,* readers have recounted horrendous encounters with everything from husker-shredders to seed-strippers. All of these incidents occurred decades and decades ago, before safety appeared on any manufacturer's radar.

Today, farm accidents still occur, but the volume and severity would surely be multiplied many times if it not for rollbars, shields, kill switches and countless other innovations. Harry Ferguson's 3-point hitch caused less soil compaction and reduced field time and fuel expenditures – but it also paved the way for lifesaving innovations *(Writer Bob Pripps walks you through invention of the 3-point hitch beginning on Page 12 of this issue).*

Who among us hasn't modified something to override safety features? Human nature being what it is, we're probably going to keep looking for shortcuts, timesavers and easy ways out. If you ever got in a hurry and it backfired on you, you know all about haste and waste. A new year approaches: Why not resolve to be safe in 2021? An ounce of caution truly is worth a pound of cure! **FC**

Leslie C. McManus
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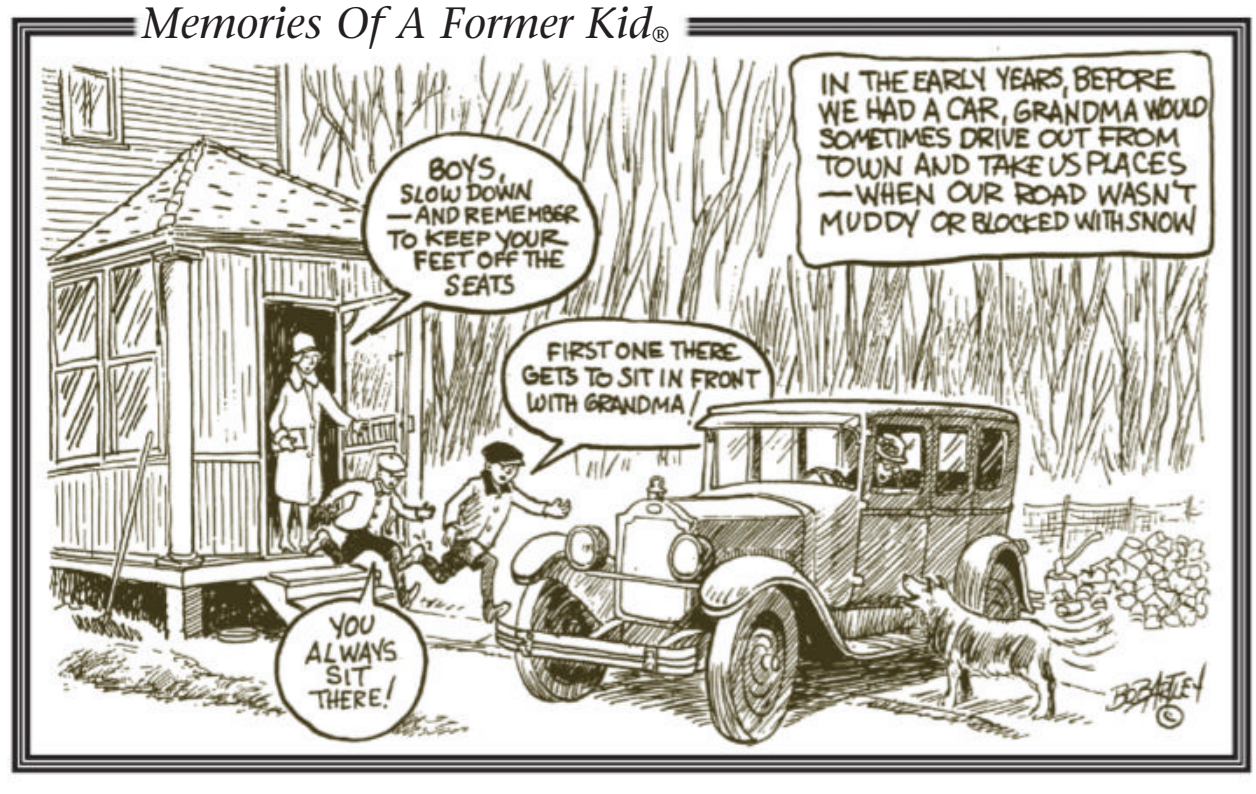

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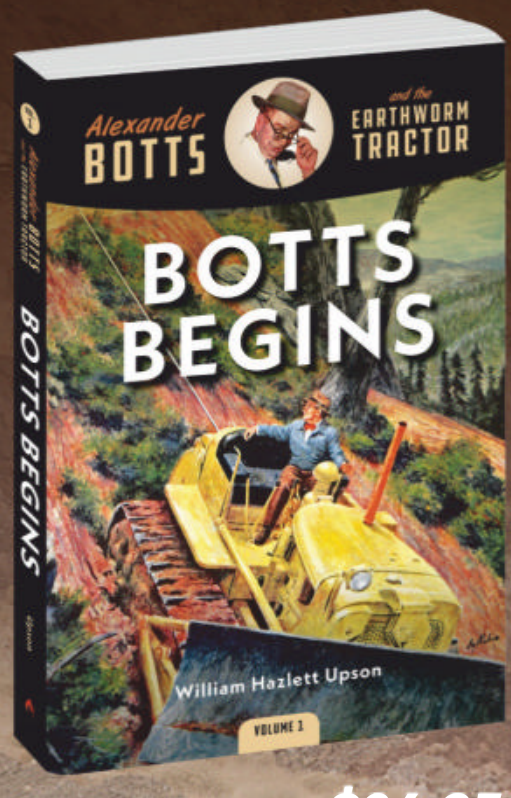

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Remembering a special restoration

Very impressed by the articles by Fred Hendricks and Sam Moore about Ohio (see *Farm Collector,* October 2020)! I believe every city in the north part of Ohio had something to do with the progress of the farm. I drive by the homestead of Isaac Hoover (inventor of the commercial potato digger) every day. So much history here, as my mother, Donna Dahs, was the local historian for the township for more than 60 years.

The picture of the Sandusky tractor (*Farm Collector,* October 2020, page 17) caught my eye as my father, Eugene Dahs, and others (not me, too many bosses) restored that Sandusky tractor in his farm shop. I would help Dad load it up to take to shows in northern Ohio. I drove it in a few parades and helped him start it when needed. He would spend more time tinkering on that tractor than he would on his farm tractors.

Enclosed is a picture of my son Christopher and Dad in 2004, set up in the Sandusky Mall. I would like to hear from anyone about the Sandusky tractor.

Robert Dahs, Bellevue, Ohio, phone (419) 656-4569 EST

Replacement bearings were "on the job training"

Some stories are of the "now it can be told" type. Others should probably never be told. I am not sure about this one, but will tell it anyway!

In the 1950s, the company I worked for invested in an expensive Swiss-made jig bore machine. It was used to make the gauges for their line of precision products. The machine was about two stories tall and had its own air-conditioned room, as it required a constant temperature. This was before air conditioning became common in the plant offices.

On hot days, I would frequently stop by to chat with the jig bore machinist. We had something in common: We both had the same Sears riding mower. One day I told him that one of the bearings on mine was getting noisy and seemed about to fail. I would have to order a new one. But to my great surprise and delight, a couple days later he handed me a sack containing a new bearing – made on the bore! He had used his tractor bearing as a pattern for mine.

If his time on that cost center had been charged, this bearing would have cost thousands of dollars, most likely more than Sears' entire inventory for that bearing! I think perhaps this was an opportunity for the jig bore machinist to hone his skills – at least that is my rationale.

Clyde Eide, 3801 East Crest Dr., Bryan, Texas

Early husker-shredders were sorely lacking in safety department

The reprinted ad for the "absolutely safe" husker-shredder in the June 2020 issue of *Farm Collector* brought back memories of relatives who were injured in the 1930s.

My father's brother lost an arm when he was feeding bundles of corn into a corn husker at age 16. Later, the family learned that he had faulty depth perception, and he simply didn't realize he was dangerously close to the husking rolls. He lost his arm close to the shoulder, so he didn't have enough muscle left to manipulate an artificial arm.

My maternal grandmother's cousin also lost an arm in a corn husker, but he was able to use an artificial arm with a steel hook for a hand. I remember that he was very handy with the hook, and could even use it to hold money or pieces of paper with a clip that was part of the hook.

Corn huskers were gradually replaced by corn pickers in the 1940s and 1950s, but these machines could be equally dangerous. Impatient farmers could be drawn into the snapping rolls if they tried to unplug jammed stalks while the machine was running. A high-school classmate lost four fingers on one hand in the husking bed of a corn picker in the 1960s.

Today's corn combines use a different design of snapping rolls that seldom jam and are much safer. Blade-type rolls running beneath a pair of stripper plates draw corn stalks through much more aggressively than the spiral-fluted rolls of earlier designs. Also, seed corn companies have developed varieties of corn with much tougher stalks that do not break up while being drawn through snapping rolls.

Thanks for your many articles on yesterday's farming machinery.

Glenn Schultz, St. Johns, Michigan; email: schultzg21a@gmail.com

Send letters to: ***Farm Collector*** *Editorial, 1503 SW 42nd St., Topeka, KS 66609; fax: (785) 274-4385; e-mail:* ***editor@farmcollector.com****; online at:* ***www.farmcollector.com****.*

Readers, can you help?

Can anyone identify this item? On the front bar, it says *Made in Canada Pat Pend.* What would it have been used for?

Joe Greiwe, 206 Albers St., Batesville, IN 47006

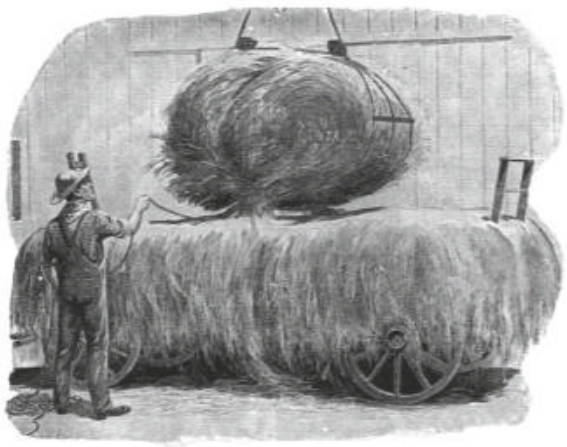
Editor's note: *Can anyone help Joe with this?*

Old-fashioned know-how and experience got the job done

Ken Bolton in the July 2020 issue of *Farm Collector* questioned how the outside-the-barn operator could effectively trip a load of hay. My father and I put up loose hay well into the 1960s. He maintained that cows preferred the loose hay. I never surveyed the cows about that. We used slings instead of a fork. Because there was just the two of us, I would drive the tow rope with the tractor, and my father would trip the load from the ground. My father could place these loads with a bombardier's accuracy. So, in our case, the answer was simple: old-fashioned know-how and experience.

Then, came the worst part - moving the hay to the sides of the loft. I still shudder at the memory of the heat and dust.

Curt Strum via email



A water-based solution

I read Josephine Roberts' column (*Farm Collector*, September 2020) about teaching a goat to lead by using a water pistol. When one of my daughters worked at veterinarian's office, they kept water pistols scattered through the area where the pens were. If the dogs started fighting, they would shoot them with water. That would break up the fight. I have used it on my own dogs and it works great.

Daniel W. Lang, Gatesville, N.C.

SPROUTS

ELI ESH IS OUR DECEMBER WINNER!

Eli Esh, 9, is this month's featured artist. The son of John and Mary Esh, Quarryville, Pennsylvania, Eli will receive a Farm Collector T-shirt: Congratulations, Eli!

Have a budding artist in your family? Send your kids' or grandkids' farm-related artwork to Farm Collector, and we'll send a T-shirt to the monthly winner. Send submissions to ***Farm Collector***, 1503 SW 42nd St., Topeka, KS 66609-1265. Please include the artist's name, age and hometown and a recent photograph. A release form will be sent to the parents of each artist whose work is selected for publication; the release must be signed and returned to ***Farm Collector*** before the artwork can be published. For more information, contact us at ***editor@farmcollector.com.***

HONORABLE MENTION: Cheers to these young people who've also submitted artwork: Brendan Schwartz, Denver, Colorado, and Marie Bortreger, Spencer, Wisconsin.

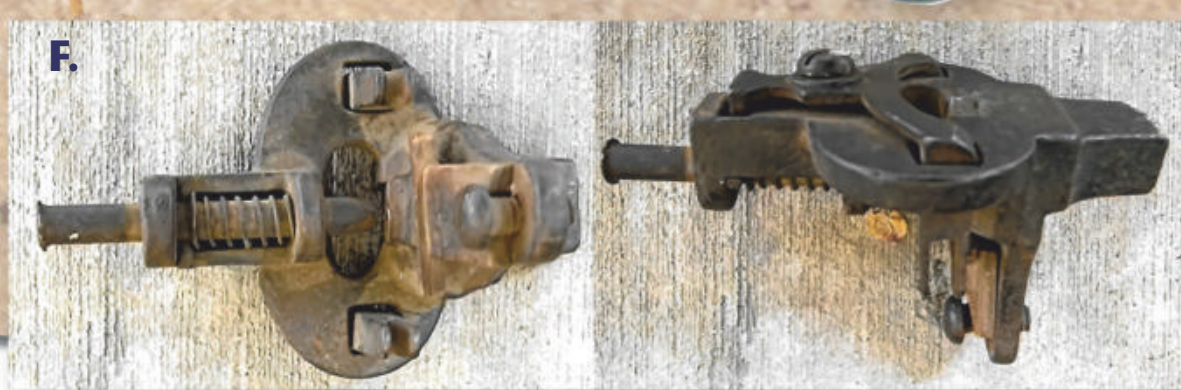
What Is It?

GADGETS, GIZMOS & CONTRAPTIONS WANTED: DECEMBER MYSTERY TOOLS

The genius of pioneer inventors can confound us. Countless contraptions that revolutionized farming in the 19th and early 20th centuries have become contemporary curiosities, or even mysteries. Here are six sent in by readers. Do you know what they are?

Answers to the December 2020 items will appear in the February 2021 issue.

Answers for new items in this issue must be received by Dec. 4, 2020.



A. Tool measures 7 inches long.

B. Marked *Ford 1 5893*. The owner asks, "Are the bends natural or the result of some 'Armstrong Action?'"

C. Piece measures about 4-1/2 feet long.

D. Piece marked *Pat 229,607*.

E. Piece measures 12 inches to top of hook; 3-1/2 inches diameter. Glass bulb measures 2-1/2 inches tall. Small button on top side to work combination lock. Made of brass except for hook. Bottom screws off when the correct combination is used. Only marking is *5179* on a brass tag.

F. Tool measures 3-by-4-1/2 inches with a spring-loaded top pin. It has two clothespin-like holders. The bottom of the pin is beveled and triangular. No markings.

To submit photos:

Send prints to *Farm Collector*, 1503 SW 42nd St., Topeka, KS 66609. Send digital images to *editor@farmcollector.com*.

- Photos should be taken in a well-lit area against a plain background. Include dimensions and markings on the piece, and your name, city and state. We cannot guarantee every photo will be published. No photos will be returned.
- Digital photos should be sent as .jpegs at a minimum of 300 dpi.

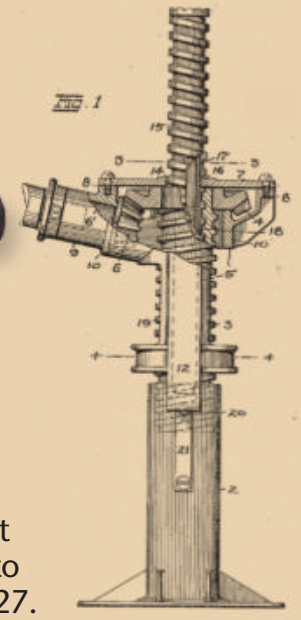
To identify an item:

Send answers (**with your name and address**) to *Farm Collector*, 1503 SW 42nd St., Topeka, KS 66609. Email responses may be sent to *editor@farmcollector.com*.

Answers for new items shown in this issue must be received by Dec. 4, 2020.

ANSWERS TO OCTOBER MYSTERY TOOLS

A. Vehicle jack. Identified by John McElroy, Fort Dodge, Iowa; Ken Bolton, Fall Creek, Wis.; Gene Hoenig; Frank Baranoski, South Deerfield, Mass.; Angelo Vitale, Saint Meinrad, Ind.; Gary W. Nelson, Myerstown, Pa.; Richard Lehr, Delmar, Del.; Fred Tolson, Carlisle, Ky.; William Evans, St. Joseph, Mo.; Paul Ryberg, Cambridge, Minn.; Charles Nicklay, Saint Charles, Minn.; Carman J. Fedele, Tidioute, Pa.; William H. Dykhuis, Hallock, Minn.; Arthur Martin, Saint Marys, Pa.; Brad Shutt, Horsham, Pa.; Kendrick Langreck, Fort Atkinson, Iowa; Duane A. Bjerkketvedt, Henning, Minn.; Richard Bader, Middletown, N.Y.; Arthur H. Bailey, Wilmington, Vt. *See Patent no. 1,635,397. Photo submitted by John Tarnowski via email.*



Patent no. 1,635,397: Vehicle jack. Patent awarded to John H. Burkholder, assignor to Elite Mfg. Co., Ashland, Ohio, July 12, 1927.

B. No positive identification. *Photo submitted by Ron Haake, Fort Lupton, Colo.*

C. No positive identification. Gary W. Nelson believes it to be a hand tool used as a split ring groover used to put split rings in roof trusses and rafters. Carman J. Fedele and Paul Ryberg believe it is a two-stage hole saw. *Photo submitted by Lewis Payne, Remsen, N.Y.*

D. No positive identification. Floyd Olson believes it may have been inserted in demounted tires to put a patch in the tire. *Photo submitted by Steve Sylvester, Centuria, Wis.*

E. No positive identification. Possibly used to lift ice cream cans out of freezers. Identified as such by William Evans and Paul Ryberg. Richard Bader believes it to be a milk can lifter. *Photo submitted by Steve Sylvester, Centuria, Wis.*

F. Herbrand tool used to remove battery cables from battery post. Identified by Jim Tkachyk, Rigby, Idaho; Dennis Howard, Boyne Falls, Mich.; Mark Vasilj, Orange, Calif.; Frank Baranoski; Richard Lehr; Jim Sorensen, Kimberly, Idaho; Paul Ryberg; Floyd Olson, Tonganoxie, Kan.; Norman Nissen, Aurelia, Iowa; and Joe Retterath, Stanton, N.D. *Photo submitted by Galen Konken, Sterling, Colo.*

Remember this?

Item B, August 2020: Arthur Bailey believes this to be a cutting tool for wood or leather. "The August issue stated that the included angle is 72 degrees. The included angles in a pentagon are 72-1/2 degrees. For this reason, I submit that this tool may be a pattern maker's tool to form accurate corners with that number of degrees."

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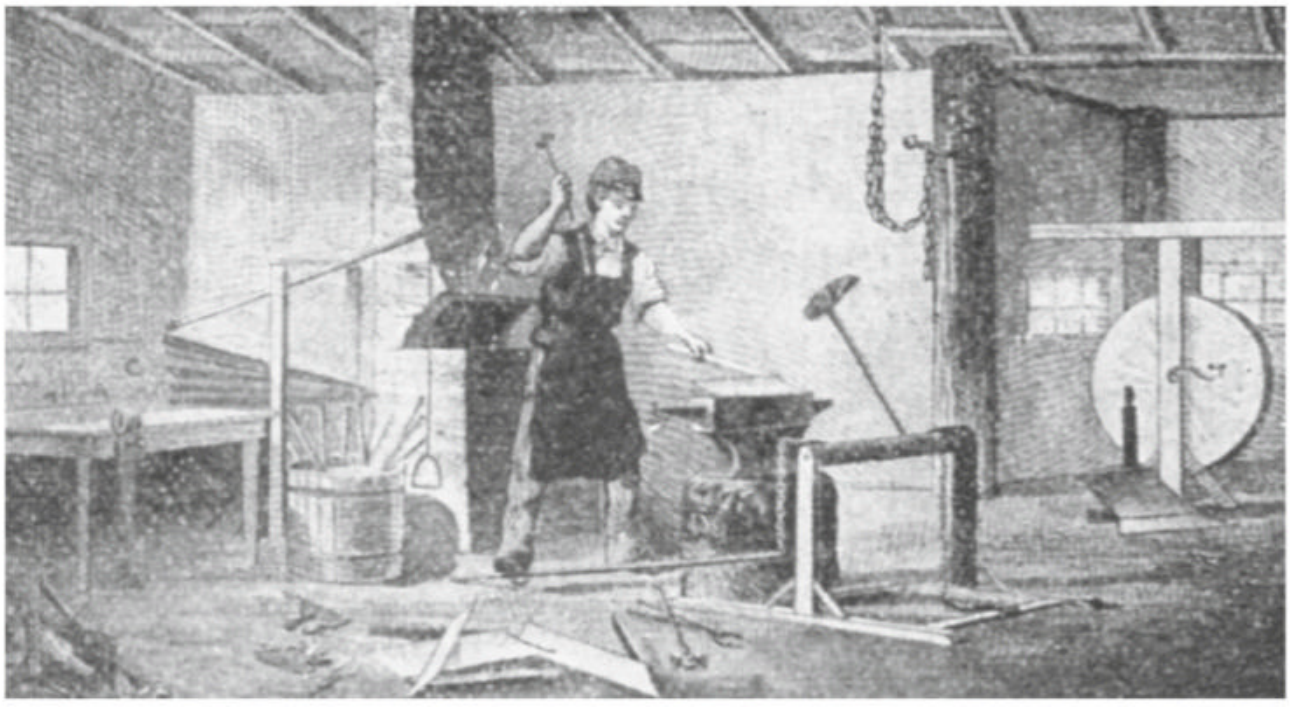
The Story Behind the Letters

PARLIN & ORENDORFF TRIUMPHED OVER EARLY CHALLENGES



Above: William Parlin at work in his blacksmith shop in Canton, Ill.

Many Rusty Iron enthusiasts probably know why most of the part numbers on International Harvester plows begin with the letters "PO." However, just in case some don't, here's the story of the Parlin & Orendorff Co. of Canton, Illinois.

William Parlin was born in 1817, in Acton, Massachusetts, where he apparently learned the blacksmith trade. Typical of many restless young men of the day, Parlin drifted west, ending up in St. Louis. There, he blacksmithed for a year but didn't seem to do very well. Leaving St. Louis, Parlin traveled by boat up the Mississippi and Illinois rivers and, in 1840, appeared in Canton after walking the 10 miles from the landing. Legend has it that the young blacksmith had nothing with him but three hammers, a leather apron, and 25 cents in cash. He promptly went to work in Robert Culton's blacksmith shop and soon was made a full partner.

Culton apparently was already making a plow with a wooden moldboard and iron share when Parlin went to work for him. Later plows had wooden moldboards covered with iron plates, although some also had moldboards made of boilerplate. In 1842, Parlin made some with steel shares, moldboards and landsides that local farmers found very satisfactory.

In 1845, William Parlin married Caroline Orendorff and the happy couple ultimately became the parents of four children: Artemus, William, Clara, and Alice.

The demand for Parlin's plows grew and soon extra help was required. In 1846, a small foundry was added. About that time, Parlin, wanting to work on his own, left Culton and built a shop and foundry of his own. During the winter of 1847, Parlin's factory was destroyed by fire and he went back to Culton's shop, now run by Culton's son, John. After a short while, Parlin bought out Culton and may have formed a partnership with Thompson Maple, who, according to one account, ran the firm's office and provided capital. Another account claims Parlin conducted the business alone.

In any event, in 1852, Parlin took on his brother-in-law, William Orendorff, as partner. This combination seemed to work and Orendorff became sales manager, while Parlin concentrated on the manufacturing side of the business. The factory was upgraded by replacing the horsepower that had been used to run the machinery with a steam engine. The Canton Clipper walking plow was introduced and became quite popular. During the years before the Civil War, the firm began making other implements as well, such as walking cultivators, shovel plows and stalk cutters.

Years later, William Orendorff described the way farm machinery was sold in those early years. "Selling goods at that time was quite a different process from what it is today. I used to load up a wagon and drive out to the principal towns seeking customers, until my plows were either sold or consigned to country merchants, when I would return to Canton, catch up with my books and office work, and do the same thing over again." He told of one time when he was on the road with three wagon loads of plows and had been " ... driving for some days without much success." Stopping at a tavern for the night, Orendorff met another traveler who asked him what he was going to do with those plows. Orendorff confessed that he meant to sell them if he could.

The stranger, a Mr. Cunningham, said, "Better take them over to my place (in Knoxville, Iowa) and I will sell them for you." Orendorff continues: "A few

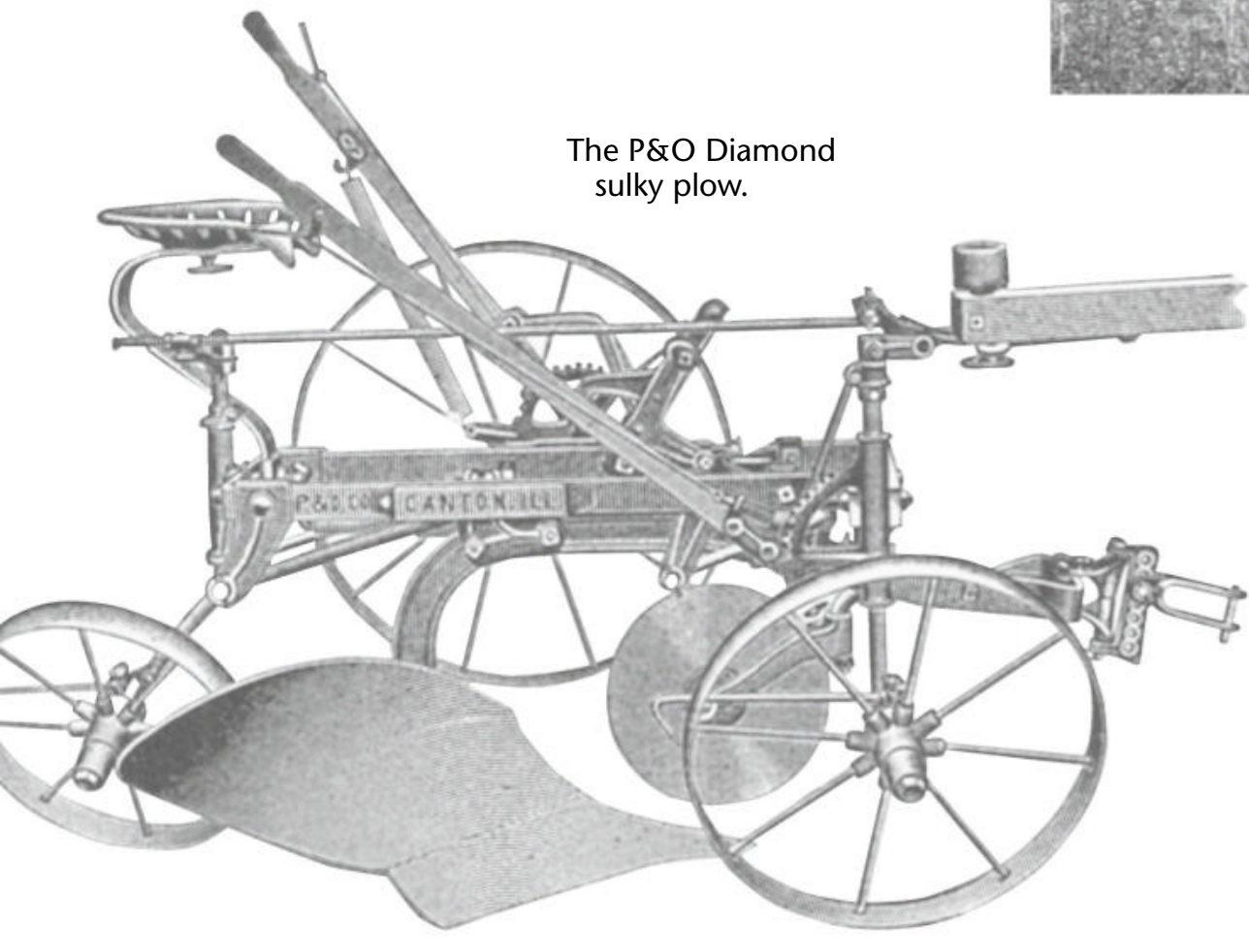
Top right: View of the P&O factory in Canton, Ill., early in the 20th century.

Bottom right: A group of 14 Doukhobor women pull a P&O plow in Canada. The Doukhobors came to Canada in 1899 to escape religious persecution in their native Russia. They lived in communes and believed it was wrong to force an animal to work.

days later it began raining and the roads, never good, were abominable. We drove into Knoxville, found Mr. Cunningham to be all right, left three loads (nearly 100 plows) with him and returned home. The next spring he sold them all and paid the cash." The drive from Canton to Knoxville, over "abominable" roads with a wagon and team, was more than 200 miles. Shipping became easier in 1862, when the Chicago, Burlington & Quincy Railroad reached Canton. In 1865, P&O built its first riding cultivator and introduced a new implement, the lister.

By the early 20th century, Parlin & Orendorff claimed to be "The largest and oldest permanently established plow factory on earth," with a full line of moldboard and disc plows, listers, stalk cutters, disc, spike tooth and spade harrows, corn and beet planters, and all kinds of cultivators. A photo in a P&O catalog of the day shows a group of 14 women and girls, all wearing babushkas (head kerchiefs), pulling a P&O plow. The caption identifies the women as members of the Doukhobors, natives of Russia who fled their homeland and settled in Canada. The group believed that it was wrong to make an animal (but apparently not women!) work. As you may have guessed, in the picture, there's a man holding the plow handles.

Also by that time, International Harvester's salesmen and agents were clamoring for plows to sell. IHC and Deere had, up to then, been reluctant to get into each other's business, even though pressure from the field to do so had been intense. Deere made the first move by starting construction of a new harvester plant in East Moline, Illinois, in 1912. In about 1909, IH agents in Canada began selling P&O plows, but U.S. dealers were still out of luck. Finally, on May 7, 1919, International Harvester announced that it had bought the entire product line and all the facilities of the Parlin & Orendorff Co.



The P&O Diamond sulky plow.

IH retained the P&O name on its plows for several years, although the McCormick-Deering name was added to it. Most of the old P&O part numbers were retained as well, and the PO prefix for plow part numbers was continued even after the P&O name was dropped.

The next time you see a PO part number on an old IH plow, think back to 1840, and to the young William Parlin trudging into Canton with only two bits and a few tools to his name. FC

*Sam Moore is a longtime **Farm Collector** columnist. This column originally appeared in the October 2005 issue of **Farm Collector.***

BUILDING IN SAFETY

FERGUSON'S INGENIOUS 3-POINT HITCH USED TRACTION TO PUT AN END TO TRACTOR FLIP-OVERS

By Robert N. Pripps

The 3-point hitch: What's the big deal? That is a question that might be raised by younger readers who can't envision a farm tractor without a 3-point hitch. About 100 years ago, though, integration of the tractor and implement was a new idea. It was also about 100 years ago that the first tractor flipped over backward when its plow struck an immoveable object.

It is just a matter of physics. Engine torque and flywheel inertia multiplied by the overall gear ratio means that, if the drive wheels are held stationary, torque on the axle will be enough to rotate the entire tractor backward around the axle. Of course, if the tractor was designed so that its drive axle was in front (front wheel-drive) this would not happen, but that configuration, while good for automobiles, is obviously not so good for tractors.

Continuing with the matters of tractor physics, the force of the tractor applied to the implement is called *draft* load, or simply draft. The way draft is reflected from the implement (whether it's a plow or a wagon) to the tractor, and vice versa, can be expressed as a vector, known as the *line of draft*. If the line of draft passes below the center of the rear axle, it tends to pull down on the entire tractor, increasing traction. When traction reaches the point where there is no slippage of the rear tires, then the front end begins to rise. And that is where the 3-point hitch comes in.

Above: Harry Ferguson and Henry Ford in Dearborn, Mich., during the famous "handshake agreement."

Right: Harry Ferguson.

Opposite page: Harry Ferguson demonstrating the 1936 Ferguson-Brown Type A with 3-point hitch. *Image courtesy UK MF Archives.*

Entrepreneur-turned-inventor

As civilization developed, animal power was adopted on a massive scale to pull plows, rakes, disks, wagons, and buggies. Then, at the turn of the 20th century, the new mechanical "horsepower" arrived on the scene, to be hitched to plows and implements in the same manner as it had been with the horse. One form of motive power was substituted for another. When a horse plow struck a rock or some other immovable object, it simply stopped. When the same thing happened to a tractor-drawn plow, engine torque and flywheel inertia flipped the body of the tractor around the rear axle in rapid fashion.

Enter Harry Ferguson, inventor of the 3-point hitch. Henry George "Harry" Ferguson was born in 1884 in Northern Ireland. Harry was a spirited child with a penchant for confrontation and irritating his father, siblings, and schoolmasters. He left school at age 14 and went to work for his brother, who had set up a car and motorcycle repair business in Belfast. His activities included work as a mechanic and driver, and he actively promoted the business by racing cars and motorcycles. Although Ferguson's early education had been curtailed, he was an avid reader and was fairly well versed in a variety of subjects.

Harry Ferguson became quite famous for his racing exploits, and for having designed, built and flown the first airplane in the British Isles. With his fame, he founded May Street Motors, a successful car and tractor dealership. He was also awarded patents for improved carburetors. He was not, however, the type of inventor who took to the workbench. He needed someone who could translate his ideas into working models. In 20-year-old Willy Sands, he found exactly what he was looking for.

Meanwhile, May Street Motors, as agents for the Overtime tractor (a British variation of the American Waterloo Boy), gained national recognition by putting on plowing demonstrations. Harry Ferguson knew how to capitalize on his personal fame.

"We'll design a better plow!"

In 1914, at the beginning of World War I, Great Britain's Ministry of Munitions (MOM) became concerned by the country's reliance on imported food. Since young farmers and horses were being absorbed by the military, older farmers were encouraged to embrace tractor farming. As an incentive, the government bought and distributed all the British- and American-built tractors they could get, leasing them to farmers at very favorable terms. Ireland, in particular, had much untilled grassland. Because of Ferguson's renowned demonstrations of the Overtime tractor, he was selected by the Ministry of Munitions to monitor the program in Ireland.

Ferguson and Sands began touring the country in a government-provided car. They encountered farmers who were unfamiliar with the internal combustion engine and who did not know how to set up multi-bottom plows. Moreover, the equipment's design and attachment to the tractor made it dangerous to use. In frustration, Ferguson declared to Sands, "We'll design a better plow!"

To start with, the new Ferguson plow weighed about half as much as previous tractor plows. It was designed for use with the popular Eros tractor conversion of the Ford Model T car. Its ingenious feature was the way it was hitched under the belly, forward of the rear axle and thus tending to draw all four wheels onto the ground. Excellent traction was provided and any tendency

TRACING THE EVOLUTION OF HITCH DESIGN

After World War II, the benefits of the 3-point hitch were undeniable, but patent problems and the desire of competing manufacturers to avoid the appearance of endorsement by copying led to the development of proprietary hitch designs. International Harvester announced its 2-point Fast Hitch; Allis-Chalmers, the Snap-Coupler; Case, the Eagle Hitch; and Deere, the Yakima Tool Bar.

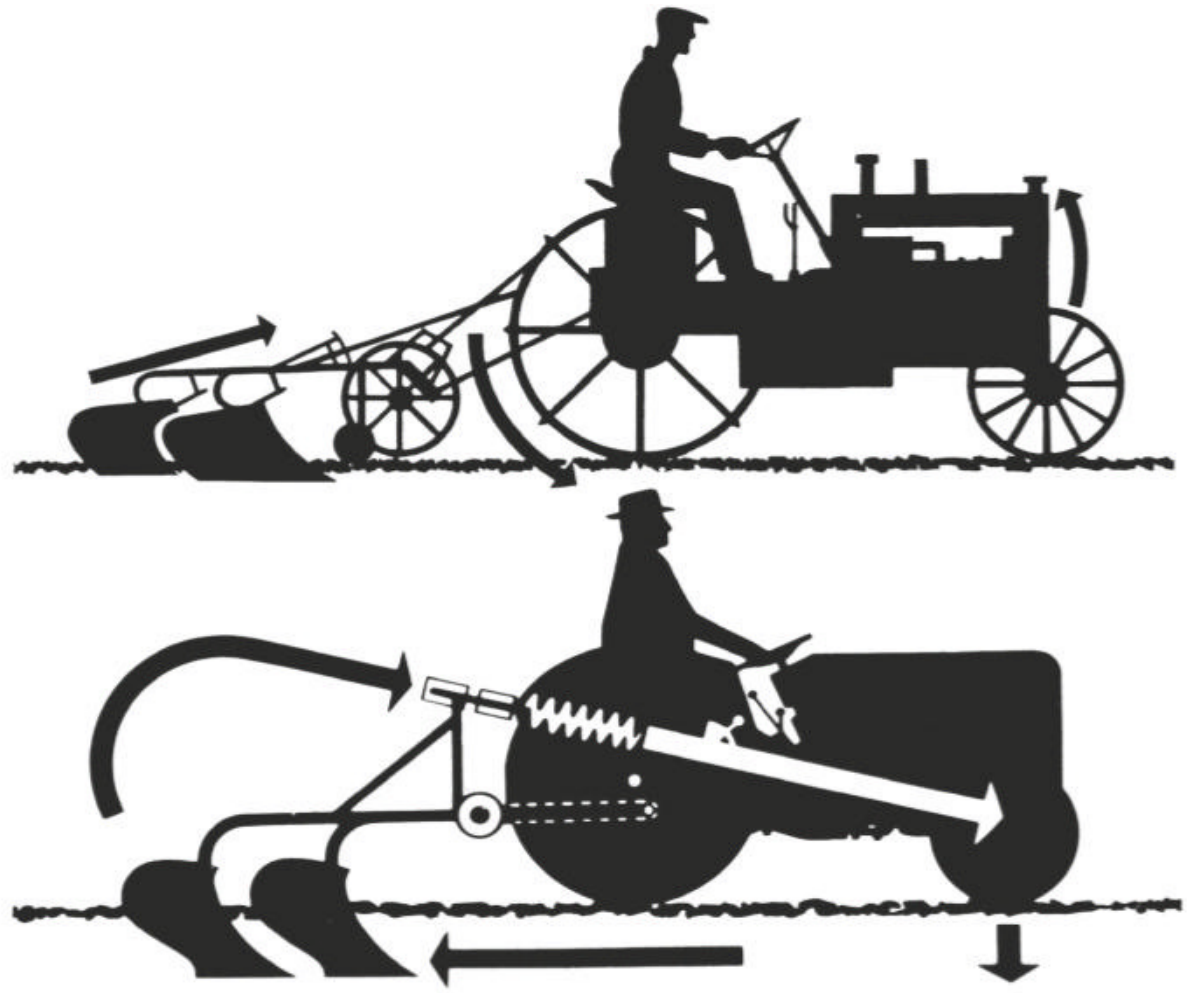
All worked but had shortcomings, and farmers complained about having to get specialized implements for each type. In the late 1950s, with Ferguson's patents running out, the Farm and Industrial Equipment Institute (FIEI), in cooperation with the American Society of Agricultural Engineers (ASAE), persuaded tractor manufacturers to agree on use of the basic Ferguson 3-point hitch design with standard categories depending on horsepower:

Category 0: Up to 20hp
Category 1: 20-45hp
Category 2: 40-100hp
Category 3: 80-225hp
Category 4: More than 180hp

Meanwhile, after-market suppliers developed 3-point conversions for tractors with hydraulic cultivator lifts. These did not have any type of draft control, but the operator could provide the function manually. As time passed, Ford, Ferguson and others made refinements to the system, largely copied by others, such as lower-link and electronic draft sensing.

Today, the 3-point hitch is virtually standard on all but the smallest riding lawn mowers. Some have offered 3-point hitches on both front and back along with PTO outlets, such as the Ford Versatile Model 9030. Industrial and construction machines are also 3-point equipped unless backhoe and end loader options are selected.

–Robert N. Pripps



An early illustration of the 3-point hitch designed by Harry Ferguson.

for rearing was eliminated. Unfortunately, the market for the Eros tractor dried up when Henry Ford announced his low-cost Fordson tractor in 1917.

Creation of the Duplex Hitch

In 1917, the British MOM ordered import of 6,000 Fordsons to speed the country's tillage needs. Through Ford's tremendous manufacturing capability, the tractors were delivered in a few weeks. The Fordsons immediately went to work in Ireland. The tendency to back-flip was especially evident in the Fordson tractor, which had rather poor weight distribution.

With that, Ferguson and Sands revised their plow design to work with the Fordson. Rather than the underbelly hitch, which was difficult to attach, Sands devised a completely new arrangement for coupling the plow to the Fordson, which he called the Duplex Hitch.

In that application, the plow was attached to the Fordson by two parallel links, one above the other, above and below the rear axle. Thus, draft loads pushed down on both the front and back wheels. If the plow struck a rock, the load tended to tip the plow with all the force going to the top link, stopping the tractor in its tracks without flipping. Sands also added a "floating-skid" device that helped to keep the plow running at an even depth. Ferguson's company in Ireland made plows for Great Britain, while Sherman Bros. of New York made them for America.

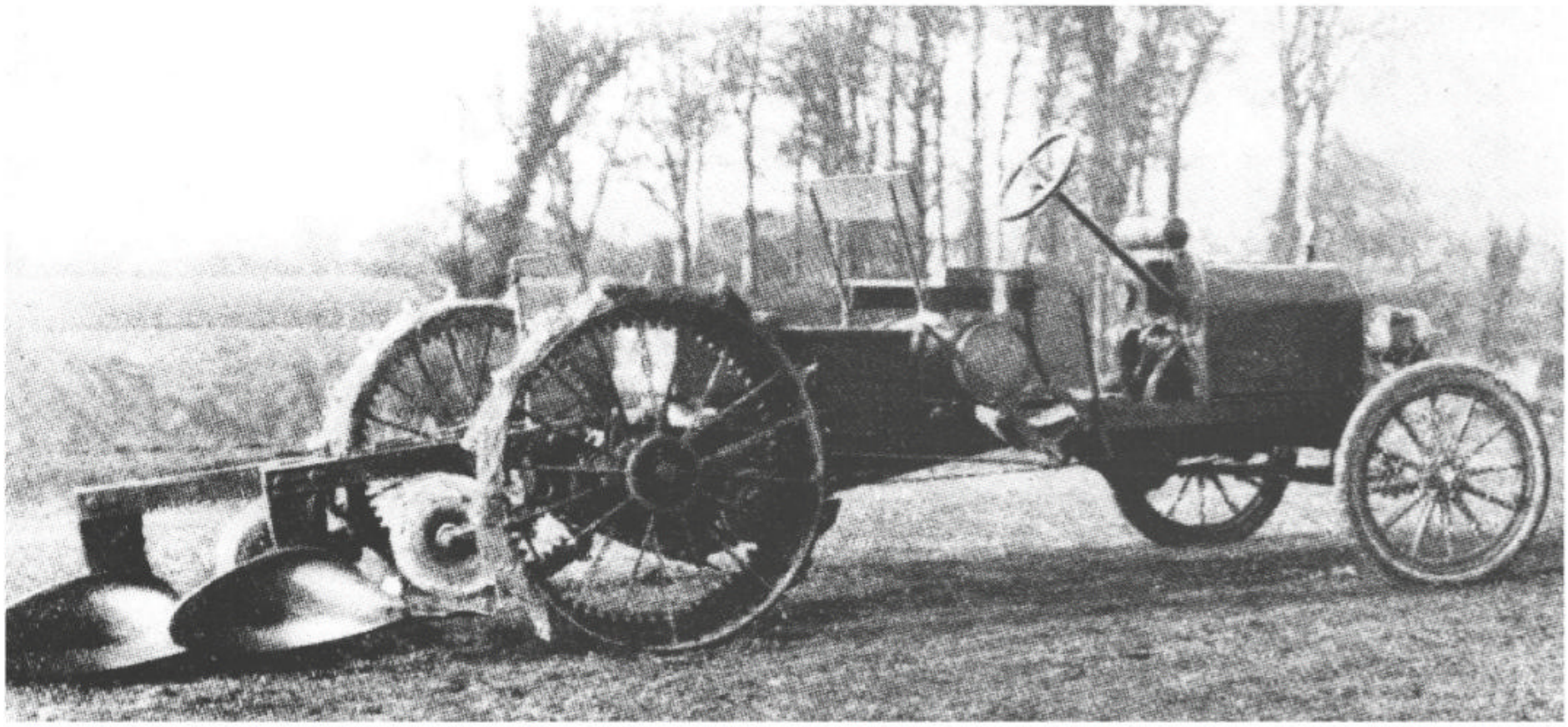
Designing a tractor for a new system

Meanwhile, Ferguson and his expanding team, which by then included Archie Greer and John Chambers, worked on hydraulic actuation of the plow for raising and lowering and controlling depth. While the floating skid worked well enough for the plow, it was ineffective for other implements. Further difficulties arose in steering with an implement in the ground.

Sands realized that the force vectors in the upper and lower links of the duplex hitch reflected a virtual hitch point where these two vectors met, and that the draft (or pulling forces) were proportional to implement depth. As loads increased or decreased, the implement should be raised or lowered proportionately. Sands and Ferguson then obtained a patent on the hydraulically actuated 2-point hitch entitled "Apparatus for coupling agricultural implements to tractors and automatically regulating the depth of work," known simply as *draft control*.

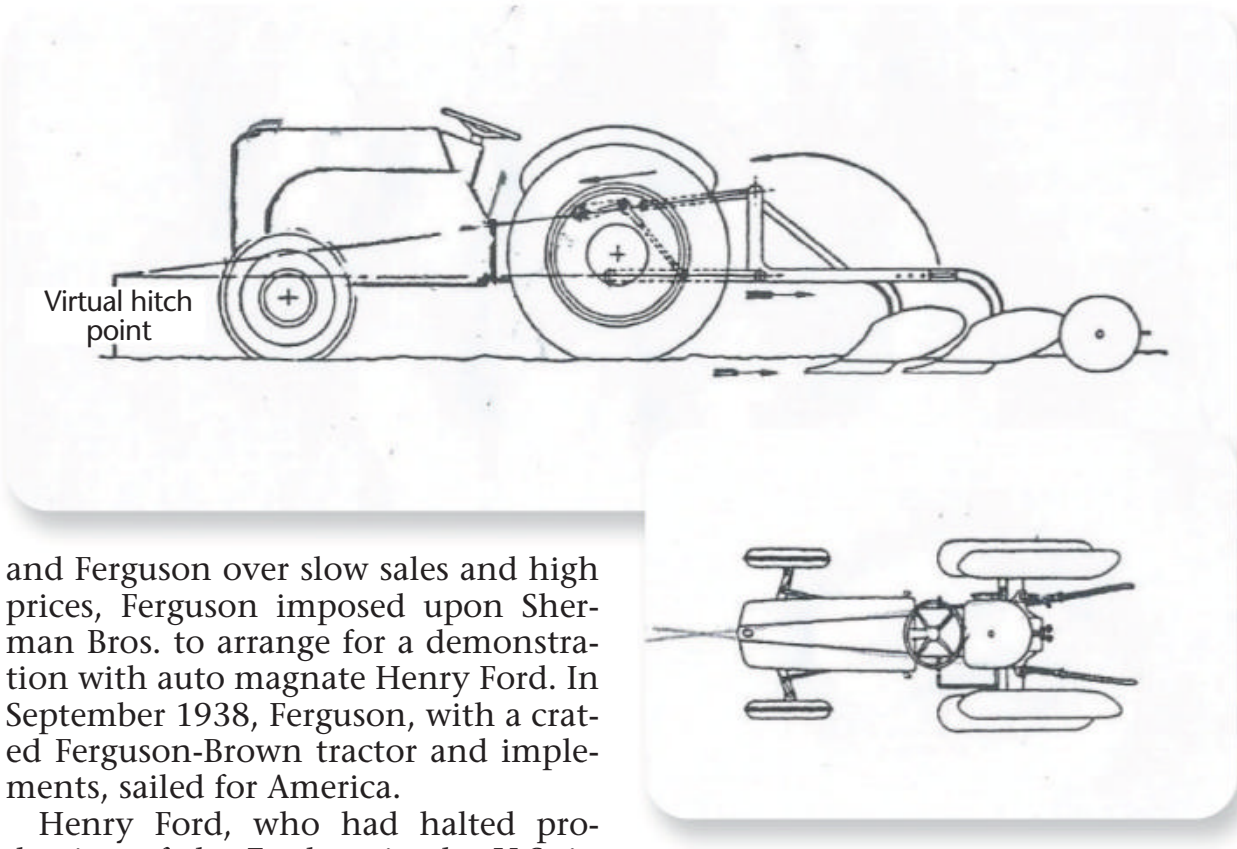
Draft control solved only part of the problem, however, as the 2-point hitch was semi-rigid laterally. If the front wheels were steered to the left, the rear-mounted implement would swing to the right. In the case of the cultivator, that would be detrimental to the plants you were steering away from. "Ah ha," thought Sands, "if the two vectors of the 2-point hitch moved the virtual, or perceived, hitch point forward in the vertical plane, replacing the bottom link with two links angled forward toward the same virtual point, all links equipped with ball joints, the tractor could maneuver left or right without the adverse reaction of the implement. The automatic draft control sensor was then incorporated into the single upper, or third, link.

Not finding a suitable tractor on which to incorporate the new 3-point



Above: The Model T Ford/Eros conversion with Ferguson's 2-bottom plow attached. This was the first iteration of Ferguson's unified tractor and implement system.

Right: Several forces are at work with the Ferguson-designed automatic draft control.



hitch system, Ferguson and his team designed and built a demonstrator tractor with the system built in, rather than added on. The transmission and rear axle were ordered from British gear maker David Brown, who, after a season of successful demonstrations of the system on the prototype tractor, agreed to join forces with Ferguson on a production version.

Production of the Ferguson-Brown tractor began in 1937, but sales remained sluggish. The price was somewhat high for such a small tractor, and to realize its benefits, a farmer had to buy all new implements. Nevertheless, Ferguson pressed on. In January 1938, a Ferguson-Brown was entered in a comparative plowing demonstration in Aberdeen, Scotland. Fortunately, snow fell the night before the trials and only the Ferguson-Brown and a four-wheel drive outfit were able to plow. Farmers who witnessed the demonstration were amazed!

The legacy of the handshake agreement

Another person amazed by the performance of the diminutive Ferguson-Brown was Eber Sherman, former partner in Ferguson's Fordson plow venture, whom Ferguson had invited to witness the demonstration. When things began to go south between David Brown and Ferguson over slow sales and high prices, Ferguson imposed upon Sherman Bros. to arrange for a demonstration with auto magnate Henry Ford. In September 1938, Ferguson, with a crated Ferguson-Brown tractor and implements, sailed for America.

Henry Ford, who had halted production of the Fordson in the U.S. in 1927, had continued searching for an ideal replacement for it. He also kept in contact with the Sherman Bros. as they had continued in the tractor business by importing British Fordsons. They were also involved with Harry Ferguson through the Fordson plow business. So it was through the Shermans that Ferguson eventually got his audience with Henry Ford.

In early fall of 1938, Ferguson, his aides and a meticulously prepared Ferguson-Brown tractor took the field at Ford's Fair Lane Estate. The demonstration was convincing. The Ferguson-Brown, about eight-tenths the size of the Fordson, clearly outperformed both the Fordson and an Allis-Chalmers with the same size plows.

With that, Ford and Ferguson made the famous "handshake agreement," wherein Ford would make tractors with the system and Ferguson would make the implements and do the marketing. The resulting Ford-Ferguson tractor, with the 3-point hitch system, went on to be the largest-selling single tractor model since the ubiquitous Fordson.

And the rest, as they say, is history. As soon as the patents expired or could be circumvented, other manufacturers adopted the system, even on their garden tractors up to their largest four-wheel drive monsters. **FC**

After 36 years in the aircraft industry, Bob Pripps returned to his first love and began writing about tractors. He has authored some 30 books on the subject and several magazine articles. Pripps has a maple syrup farm near Park Falls, Wisconsin. In harvesting the maple sap, he relies on a Ford Jubilee and a Massey Ferguson 85.

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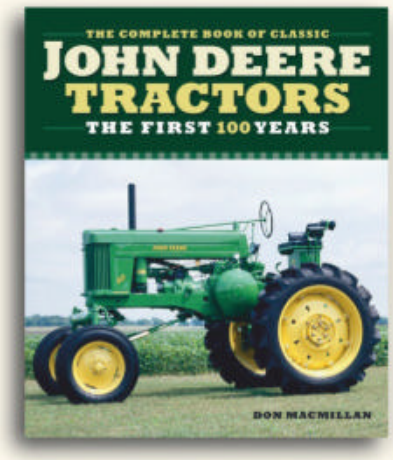

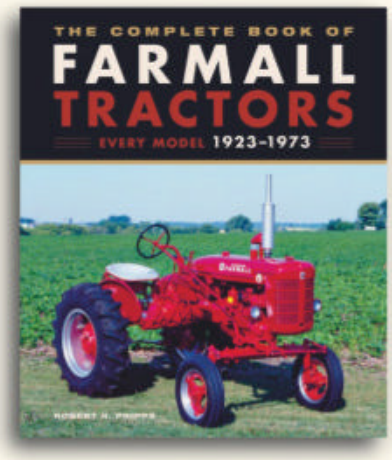

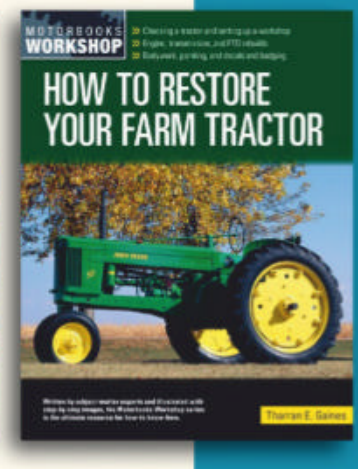

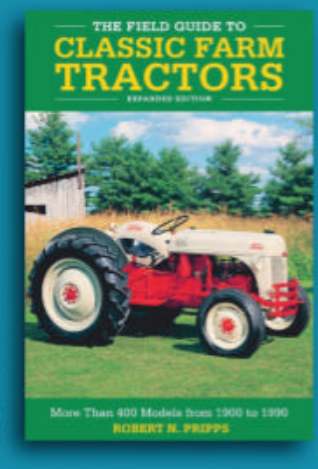

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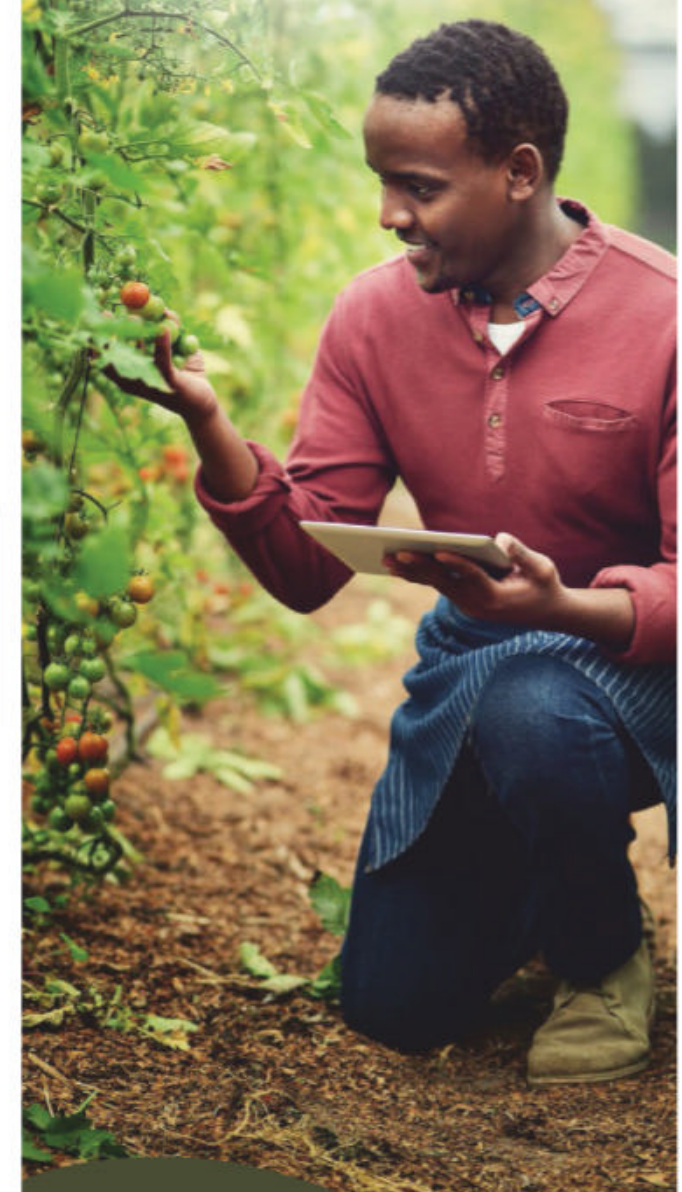

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GOLDEN Opportunities

HARVEST-TIME OFFERS ENTHUSIASTS THE CHANCE TO PLAY IN THE HAY WITH THEIR OLD MACHINERY

Most of Britain's hay is made into large bales, but we Brits still make plenty of the small rectangular bales. Perhaps you too remember the feel of baler twine cutting into your fingers and the rash on bare limbs from lifting small, rectangular bales.

Many farmers still make small bales because there is a decent market for them. They are sought by hobby farmers, horse owners and anyone who keeps small numbers of grazing animals. Haymaking with small bales remains commercially viable, especially if bale sledges and loaders are used to minimise the need for too much human labour. Profits aside, many make a bit of hay in the old-fashioned way largely because they enjoy an opportunity to use their vintage or classic equipment. Haymaking time offers a golden opportunity for the nostalgia-seeker. You get to play with your favorite machines, and make a saleable product at the end of it: What's not to like?

There's a certain sort of romance to haymaking that is fueled by sunshine, the sense of camaraderie and the satisfaction of seeing a sweet-smelling harvest safely stacked under cover. It's no wonder that people so fondly recall their early haymaking days. Haymaking using modern equipment just isn't the same. When farmers make a hay or silage crop today, large machinery is used. Each person is alone inside his own cab and much of the joy of working alongside others as a team is lost.

Younger tractor enthusiasts also enjoy working with older machinery at haymaking time, because it provides them with a chance to use tractors and implements that were used long before these youngsters were twinkles in their parents' eyes. We older folks have to remember that the younger tractor enthusiasts did not use 1960s and '70s machinery when they were young. They are familiarising themselves with this old technology for the first time, and there's nothing like a five-day stint of working with different tractors and implements to give a person experience. Haymaking with old kit really does give tractor enthusiasts, and their machinery, a chance to shine.

1. Lack of sun means that hay-making has had to turn into haylage-making here in North Wales, with my brother Wil at the wheel.

2. This Nuffield Universal 3 is powerful enough to cart bales like this, but going up a slope it is light in the front end, so weights on the front are helpful.

3. After my hay was rowed up, I lent the tractor to my brother Dafydd to row his hay with (with strict instructions not to break it!).

4. Phillip Houghton of Mid Wales out haymaking with his Massey Ferguson 35X tractor and Massey-Harris baler.

Mix-and-match technique

These days, my own harvest consists of a mish-mash of old and new(er) techniques. I sold my Ferguson finger-bar mower when I realised it was a lot less effort to ask my brother Wil to cut the crop with a disc mower. There was something fascinating about watching the hypnotic "snip snip" of the blades of the old finger-bar mower in action, but it was painfully slow to cut anything more than half an acre. Cutting thick grass was fiddly as the mower would clog periodically and the whole operation would grind to a halt while the blockage was cleared. Today, there's nothing at all vintage about the mowing part of my haymaking.

However, for turning the hay, I use a borrowed PTO-powered hay tedder known as a 'Haybob' behind my 1960 Massey Ferguson 35. Then there is usually a certain amount of very "old school" hay raking going on around rocks and in funny-shaped corners. This is where children and wooden hay rakes come in handy. Once the hay is rowed, then Wil comes back with his Case tractor and Welger round baler, which are probably becoming classics by now, a thought which makes me feel very old.

Wil usually makes some sarcastic remarks about the way the hay is rowed, and off he goes, baling it into round bales that we cart into one field using a bale spike behind whichever old tractor is free. This year it was my brother Dafydd's Nuffield Universal 3. Later, usually the same evening, a neighbour comes and wraps the round bales in plastic. I get to do some of the work with 1960s tractors, but my hay is not baled into small bales anymore. Instead it is baled into big round bales of haylage and wrapped. Some (but not quite all) of the romance is lost. There's nothing romantic about plastic, that's for sure.

Up until a few years ago, I owned an old Massey Ferguson baler, but I sold it as it had seen better days. For a few summers, I wasn't able to use it at all, because the weather was too damp and the hay had to be made into haylage quickly as rain was on the horizon. I had no room in the barn for both the hay and the baler, so it was stored outside under a tarpaulin, which usually had to be replaced every year. The old baler was just gathering moss, so it made sense to sell it to someone who could use it and store it in a better place.

The fine art of forecasting

I miss old-style baling, though. In a little, cabless tractor, the rhythmic beat and shudder of the baler is felt full on and there's something extremely rewarding about seeing the baler gobbling up hay and depositing little bales all over the field like a hungry dinosaur with an unfeasibly fast metabolism. Baling with a little old tractor makes you feel so much more in the middle of the action than baling from the cab of a large modern tractor. At the end of a day's baling, you know you've worked, as your body is still feeling the echoes of the movement and noise of the baler long after you've stopped driving and are sitting down enjoying a nice beer.

One thing I don't miss about old-style baling is the weather worries. Never in North Wales can one hear a weather forecast of a guaranteed five days of sunny haymaking weather. There is almost always the risk it might rain, or two days into a hot spell, the weather changes.

5. A classic Roadless Ploughmaster 75 makes light work of a good crop and a sloping field on this fine summer's day. Ed Batchelor, a tractor enthusiast based on the Hampshire Downs, has a collection of Roadless tractors spanning from the late 1950s to the mid-1970s that he uses for varied farm tasks.

6. Phillip Houghton and son put their Massey Ferguson 35X to work pulling a Massey-Harris Dickie hay turner.

7. A Fordson Major with a 4-wheel drive Roadless conversion (belonging to Ed Batchelor) carrying bales back to the farm.

Often you are faced with a "do I or don't I cut it?" decision. Sometimes it is safer to leave it and wait for a better forecast, but leaving it too late means the hay might begin to flop and lose its nutrition.

Talking about the weather and second-guessing our unpredictable maritime climate is something that we Brits have down to a fine art, but no one has as much to say about the weather as a farmer who is thinking about cutting his hay. For farmers at haymaking time, much time is spent looking at forecasts and talking to one's neighbours, saying things like, "They say it's going to be hot for days now," to which your neighbour will reply, "It doesn't look so good Wednesday though" and there will follow a long conversation about what the weather might or might not do, depending on if the wind direction changes or not. Usually the conversation will conclude with something like "Aye, you can't tell what it's going to do," and the farmer will go back to stroking his chin and looking up at the sky, wondering if he should go for it and cut that bottom field, or not.

Implements of yesteryear

Haymaking has been going on since our ancient ancestors settled and became farmers. Since the beginning, we have been looking for ways to make this labour-intensive work easier and faster. When horse-drawn mowers appeared in the 1800s, they could do the work of 15 people turning hay by hand. Before long, a multitude of companies were designing and manufacturing mowers, hay tedders, rakes and elevators, all of which sped up haymaking and massively reduced the labour required. Some farm labourers rightfully felt that these expensive new machines were taking their work away from them, which was undoubtedly true, since now entire farms are run by just a few people, where in the past, perhaps 10 times more people would be involved, especially at harvest time.

Small pick-up balers were available beginning in the 1940s. Balers were an expensive piece of equipment, almost up there with a tractor, which was a huge investment for something used just a week or two a year. Many small-time farmers didn't own their own balers and instead used local contractors to bale their hay. By the late 1950s, balers were being produced in large numbers in the U.K. Every farmer had at least one, and Welsh firm Jones Baler Co. was among those doing a roaring trade producing balers for home and export.

Putting the Jones Master Tedder to work

Jones also built hay tedders and other implements. Peter Brown, who lives just over the border from Wales in beautiful Shropshire, enjoys old-time harvests. Peter collects and uses many old tractors and pieces of cultivating and harvesting equipment. Given that Peter has Welsh roots, he was keen to own an implement from the Jones stable. The implement Peter owns is a Jones Master Tedder hay turner.

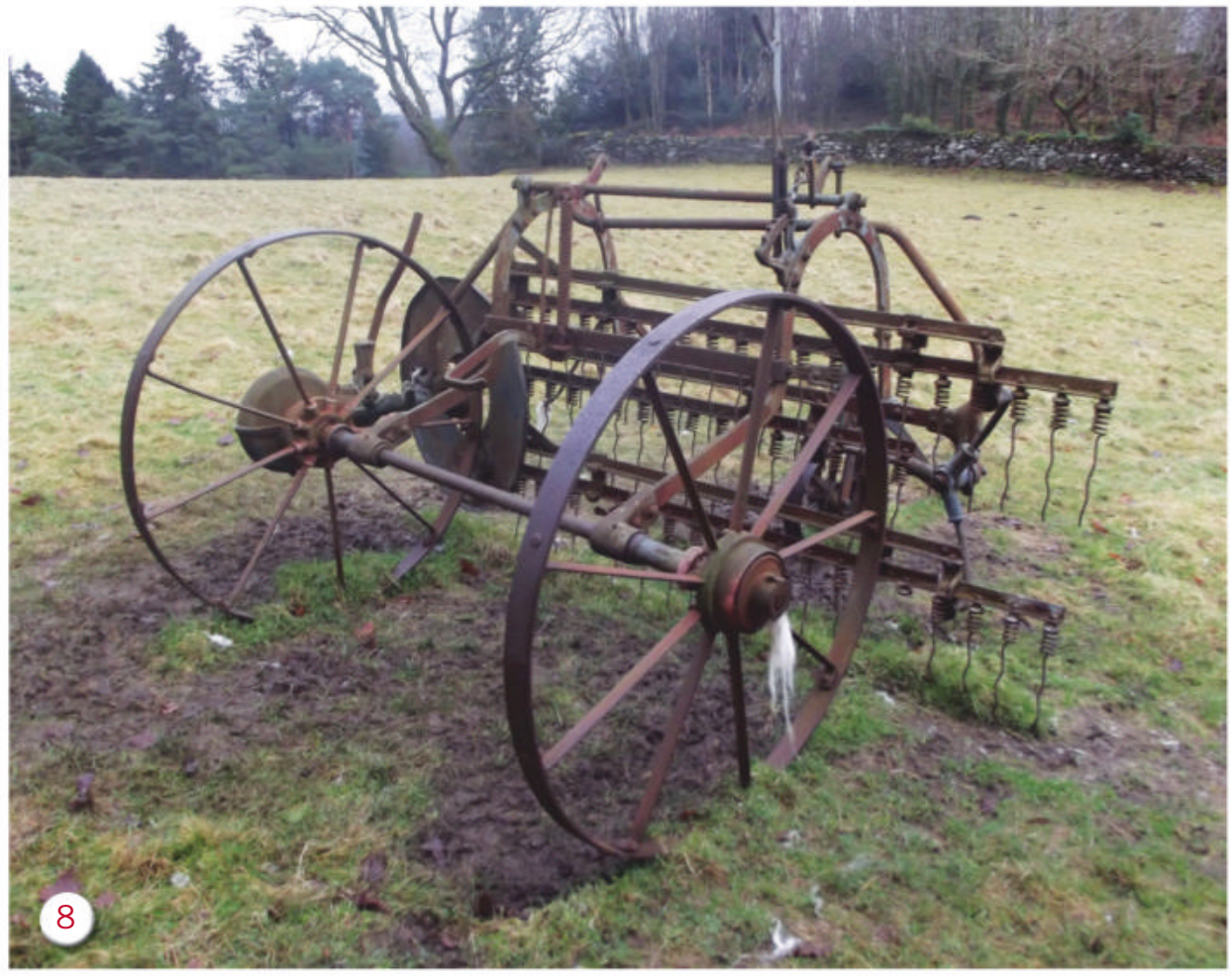
Because Jones was best known for its balers, few of these implements have survived. Only in recent years have collectors begun to take an interest in old implements, so when Peter was offered the Jones tedder by friends in North Wales, he jumped at the chance to own an unusual piece of Welsh agricultural history.

This hay tedder is known as the Master Tedder, because it is a double-row tedder, whereas the Mini Tedder was a single-row tedder. Peter restored the tedder and uses it

8. Bought for just a few pounds, this simple and durable side-delivery rake (which belongs to my brother Pete) remains in occasional use.

9. A Jones MK10 baler in action this summer; half a century old and still doing the job.

10. Peter Brown, turning hay using his restored Jones Master Tedder behind a Fordson Model N. Pete finds the Jones hay tedder just as effective as the modern equivalent, and loves the fact that he can use it behind a variety of old tractors. He believes that the best way to keep a machine in good order is to use it.



every time he makes hay. He feels it does an extremely good job of turning and shaking out the hay. "I've seen modern hay turners kick out big lumps of wet hay without separating them," he says, "but this machine really seems to do the job well, despite its age."

Another thing Peter likes about the tedder is that it is extremely light and easy to maneuver: It can be pushed in and out of the shed by just one person. Whilst the tedder is a wide, old machine, it is in fact quite futuristic in its design. The wheels can easily be swiveled so that it can be towed lengthways behind the tractor, which is crucial when negotiating our narrow lanes and gateways. In its day, this tedder's design would have seemed quite cutting edge, and extremely time saving for someone with a big field to turn and row.

Auction bargain well suited to the task

My brother Pete also likes to use his older tractors for turning hay, as it provides an excellent opportunity for him to give them a good workout. Vintage tractors often drive on and off the trailer and around the ring at a show and never have the opportunity to warm up and work properly.

Pete's implement of choice to go behind a golden oldie is his Bamford of Uttoxeter side-delivery rake. Simple and durable, this old English-built hay-turning device is still capable of a good day's work, and being land-drive, it requires no PTO from the tractor and can be used behind his Fordson Model N tractor. "It works perfectly for turning a fine crop of meadow hay, and it is much less aggressive than some of the PTO-powered hay turners," Pete says. "But I don't think it would work so well turning a very thick crop of hay that has had fertilizer."

11. The doors (or gates) of the Master Tedder can be closed when not in use. By opening the gates and fitting a gate in the center, two rows of hay can be made at once.

12. Wide implements weren't really the norm here in the late 1950s. The Jones company got around the problem of wide implements and narrow lanes by designing their Master Tedder so that it could be rotated and towed lengthways.

We can't find a way to date the hay turner – Bamfords made so many over a long period of time – but we know it was built for a tractor, so it isn't an ancient, horse-drawn conversion. It was certainly built before power take-off, chemical fertilisers and large tractors became the norm.

Pete bought the side-delivery rake at an auction a few years back, for around £30 (roughly $38 today) I think, and he recalls that I made him buy it. He happened to have a trailer with him at the time, and it seemed a shame to let such a well-crafted machine go to the scrap, so, yes, I did persuade him to bid. The fact that some of these old implements have little monetary value is all the more reason to preserve them. Plenty of people are willing to preserve our rare old tractors, so someone has to remember the implements that worked behind them back in the day, and which sometimes still do. **FC**

Josephine Roberts lives on an old-fashioned smallholding in Snowdonia, North Wales, and has a passion for all things vintage. Email her at ***pheenie@talktalk.net.***

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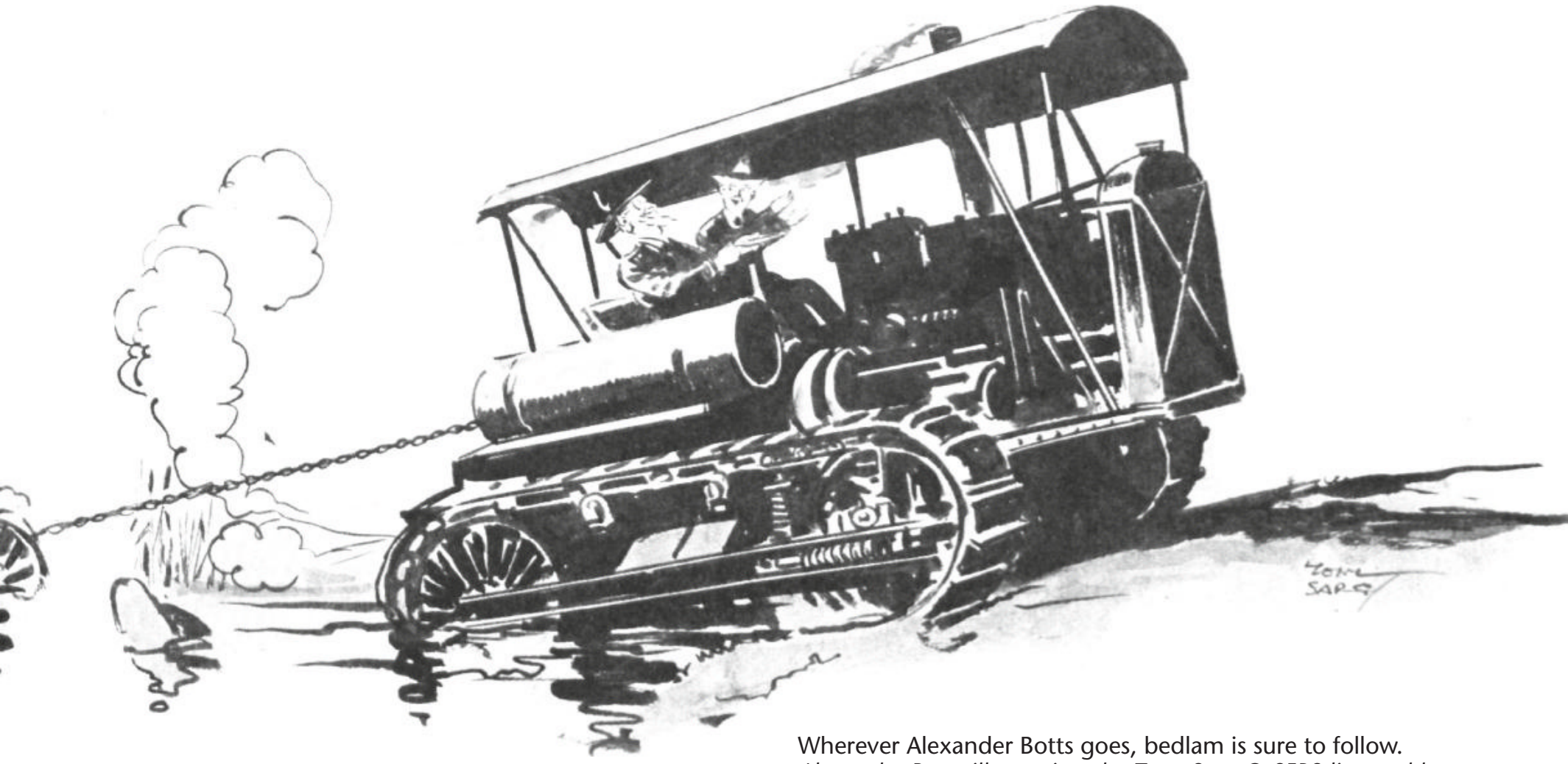
In this excerpt from "Secondhand Stuff," originally published in 1928, Botts visits a promising new prospect only to discover she plans to sell back her badly neglected tractor to the company by using their own sales points. With the reputation of the Farmers' Friend Tractor Company at stake, Botts scrambles to find a buyer interested in bringing the old machine back to life. This excerpt is printed with the permission of Octane Press. To learn more, visit octanepress.com.

The idea which came to me this morning was a good one. I remembered that some time ago in Albany one of the salesmen of our company had told of a call he had made on a Mr. George Anthony of Fort Henry, New York, which is just across Lake Champlain from here. It seems that Mr. Anthony had been interested in getting a secondhand tractor. He had been offered an old Army ten-ton which is still in our Albany warehouse, but for some reason had not taken it. If this Mr. Anthony still wanted a secondhand tractor it occurred to me that I might be able to get him to make an offer on Mrs. Watkins' machine. If I could get him to offer a couple of thousand I might possibly talk Mrs. Watkins into taking it. It was worth trying.



Wherever Alexander Botts goes, bedlam is sure to follow.
Alexander Botts illustrations by Tony Sarg © SEPS licensed by Curtis Licensing Indianapolis, Ind. All rights reserved.

Accordingly, I rented the same car which I had yesterday, drove down to Lake Champlain, crossed on the ferry, and about the middle of the morning reached Mr. Anthony's farm outside Port Henry.

Mr. Anthony turned out to be a young man of pleasant personality, and we were at once on a very friendly footing. It appeared that we had both been in the artillery during the war and had both been most favorably impressed by the tractors which were used to pull the guns.

"Yes, sir," he said, "I drove one of those artillery ten-tons for several months in France. They are the finest tractors ever made. I've often thought of buying one second-hand to use here on the farm."

"You would rather do that than get one of our new, improved machines?"

"Absolutely. I want exactly the same model I drove on the other side."

"I understand one of our salesmen offered you one last year."

"Yes, he had one at Albany he wanted to sell me for five hundred dollars."

"What was the matter?" I asked. "Was the price too high?"

"No," he said, "the price was too low. I didn't even go down to look at it. I knew that if he was offering it as cheap, there must be something the matter with it. I want a machine that is in fairly good shape."

At these words I began to feel that my visit was in vain. If this bozo wanted an expensive machine, I could accommodate him fine, but I wasn't so sure about the "fairly good shape" business. However, I decided not to give up without a struggle.

"I have exactly the machine for you, Mr. Anthony," I said. "It is across the lake. If you will get in my car, I will drive you over to look at it."

"Fine," said Mr. Anthony, "I would like nothing better."

After telling a couple of hired men what to do while he was gone, and saying goodbye to Mrs. Anthony in the house, he climbed into my car, and we drove down to the ferry. After crossing to the Vermont side and getting a few sandwiches at a hot dog stand, we finally reached the Watkins farm shortly after noon.

One of Mrs. Watkins' hired men took us out to the barnyard, and as he showed us the machine, I will admit that my heart sank within me. In my enthusiasm over the possibility of making a sale I had forgotten what a truly horrible looking mess of junk this tractor was. For a moment I was speechless, but Mr. Anthony at once began to talk.

"Yes, sir," he said, "this is the genuine article – exactly the same kind of bus that I used to drive in the Army. I used to hate the Army, but now I look back and I know that them were the days. And this is the finest model tractor that was ever built."

"It might have been worth something once," said the hired man, "but it's pretty old and rusty and dirty now."

"All that rust and dirt don't amount to anything," said Mr. Anthony. "What counts is the machinery inside."

"Most of that machinery is just throwed together," the hired man went on. "The road commissioners we got it from said it was sort of built up out of the best parts from a couple of old wrecks of machines as the government gave them."

All this time I was trying to signal the hired man to keep his mouth shut, but he was too dumb to understand. Fortunately, Mr. Anthony was so busy looking over the machine that he didn't pay much attention.

"This certainly takes me back to the old wartimes," he remarked. "It's just like meeting an old friend. I haven't seen one of these machines since I got my discharge."

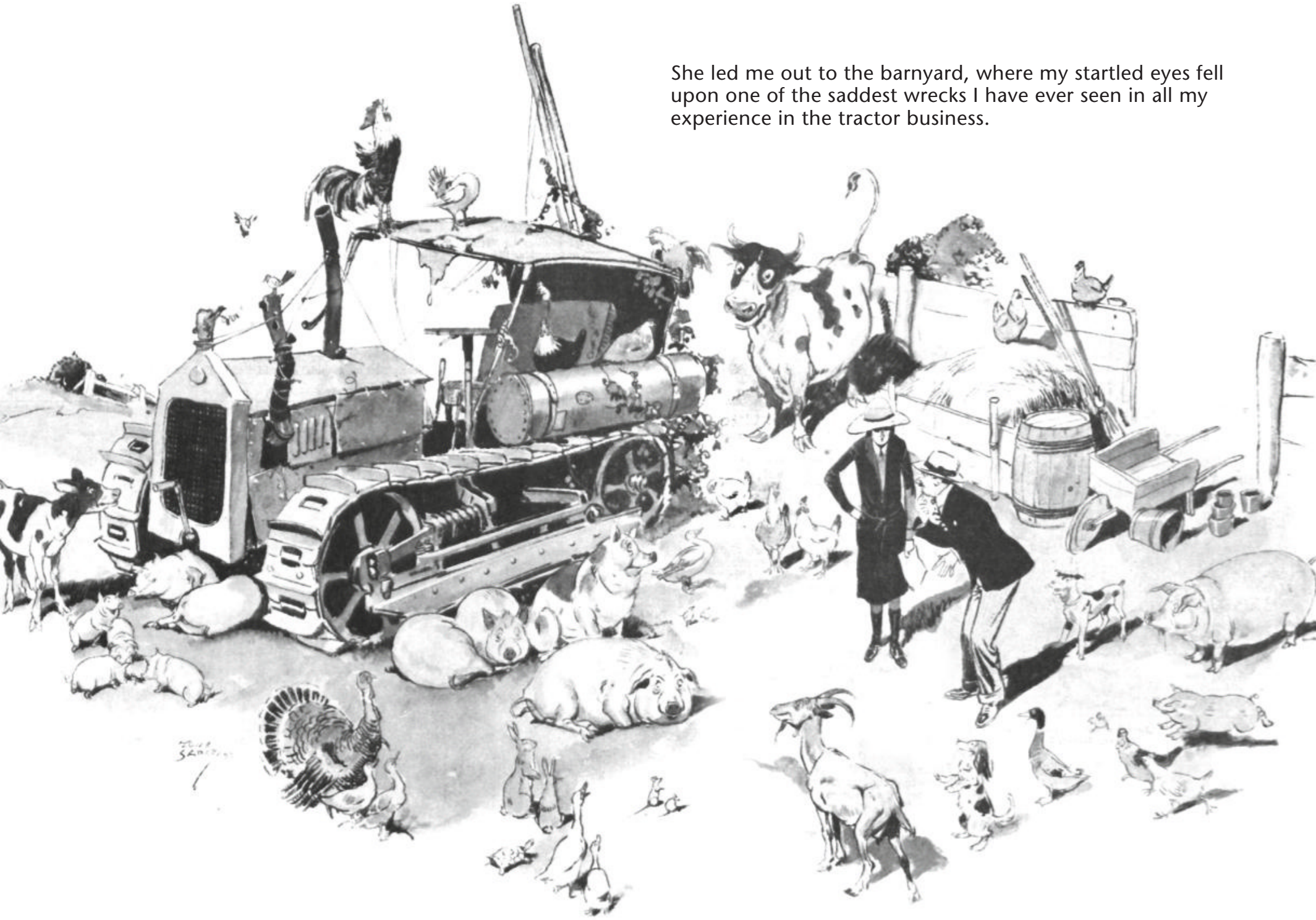
"The compression is awful weak," said the hired man helpfully.

"As soon as I put in new rings and grind the valves," said Mr. Anthony, "she'll be as good as new. I can hardly wait to get started overhauling the old baby. These motors are so accessible and handy it's a pleasure to work on them."

"A couple of them radiator sections leak pretty bad," said the hired man.

"That's all right," said Mr. Anthony. "Those sections are removable. I'll take them out and solder them in no time at all. Can we start up the motor and see how she sounds?"

She led me out to the barnyard, where my startled eyes fell upon one of the saddest wrecks I have ever seen in all my experience in the tractor business.



"We can try," said the hired man. He primed the cylinders and gave the crank a few flips. Nothing happened.

"Here," said Mr. Anthony, "you don't know how to handle this thing. Give a chance to an old-timer that knows his business."

He climbed up onto the tractor. And while he was priming the cylinders again and adjusting the spark and throttle levers, I got the hired man off to one side. There was a nice pick handle in the corner, but although it would have been a public service to beat in the top of this yokel's empty head, I decided to use more conservative methods. I gave him a dollar on condition that he would go out behind the pigpen and stay there. He went.

I have repeated all of the hired man's conversation, because the dollar I gave him is entered on my expense account, and I wanted to make it clear that this was a necessary expense.

When I got back to Mr. Anthony, he was spinning the crank with great energy, but no results.

"She's all right," he said, "only she hasn't been used for a long time, and of course she's hard to start."

He rested a minute, then took out the spark plugs, filed and set the points, squirted oil in the cylinders, put back the plugs, filed the breaker points on the magneto, cleaned the distributor brushes and finally spun the crank again. This time the machine gave a feeble bark, and after a few more spins of the crank it started up with a roar. It hit on only three cylinders, it poured out clouds of blue smoke, and it rattled and clanked and knocked in a manner that was fearful to listen to.

But it ran. Mr. Anthony grinned happily, sat down in the seat and drove around the barnyard. The transmission gears howled, the tracks flopped loosely over the sprocket, and the whole machine shook and vibrated as if it was going to fall apart. After a short drive Mr. Anthony brought it back and shut off the motor.

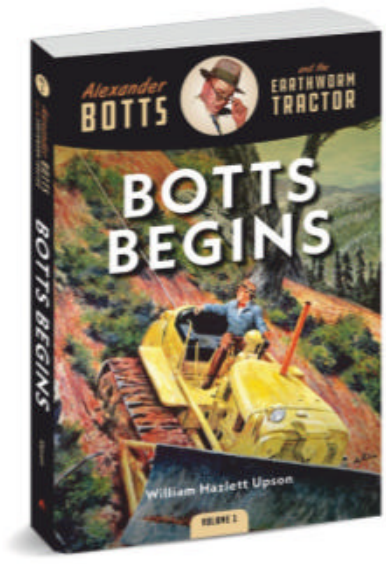
"When I get these transmission gears adjusted, and the tracks tightened up, and the motor overhauled," he said, "she'll be practically as good as new. How much did you say they wanted for this machine?"

"Four thousand dollars," I said, speaking in a casual, offhand way.

"I suppose," said Mr. Anthony, "that the terms will be the same cash-on-delivery proposition which was described in the letter which your company wrote me when they offered me that other secondhand machine?"

"That is exactly what I had in mind," I replied.

"Sold!" he exclaimed. FC



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Don't make Santa Guess

WHETHER YOU'VE BEEN NAUGHTY OR NICE, ANY OF THESE WOULD BE A SWELL ADDITION TO YOUR HOLIDAY WISH LIST!

Stay on track in 2021 with a handsome calendar from Josh Deaven's Classic Farm Tractors. Large wall calendars for tractor and garden tractor enthusiasts are packed with outstanding color photos of your favorite lines, details on collectible tractors and garden tractors and the people who collect them, and plenty of space for marking the events you don't want to miss.

The tractor calendar features a 1958 John Deere 420C, 1962 Massey Ferguson 97, 1908 Gas Traction Co. Big Four 30, 1961 Fordson Dexta, 1956 Ferguson F40, 1949 Simpson Model B, 1947 Gambles Fieldcrest Demonstrator, 1935 McCormick-Deering W-30, 1950 Oliver 77 Orchard, 1945 Case Model S and 1951 Case SC, 1961 John Deere 8020, and a 1962 Minneapolis-Moline M504.

The garden tractor calendar features a Fimaco 58, Minneapolis-Moline Mocraft, Bantam, John Deere, Speedex Model C, White Town and Country 114, Sears Suburban SS16, Cub Cadet 126, Oliver 125, Simplicity Wonder Boy 700, Allis-Chalmers 712, Wheel Horse RJ-35 and Massey Ferguson 16.

Josh Deaven's Classic Farm Tractors 2021 calendar, 32nd consecutive collectors edition, and ***Josh Deaven's Classic Garden Tractors***. Calendars and more – from ball caps to puzzles – *at www.classictractors.com.*

You can't really talk about the weather unless you know how much it rained at your place! The folks at Kettle River Ironworks will give your report authority, when you use one of their bright and durable rain gauges and thermometers.

Designed to complement your antique tractor collection, the Kettle River rain gauges, thermometers and signs are cut from 16-gauge steel and finished with epoxy primer, urethane base coat and clear for a durable, weather-resistant finish, and are deck- or post-mount. The rain gauge glass tube shows measurements in both inches and centimeters. Gauges, $23; thermometers, $32 plus postage.

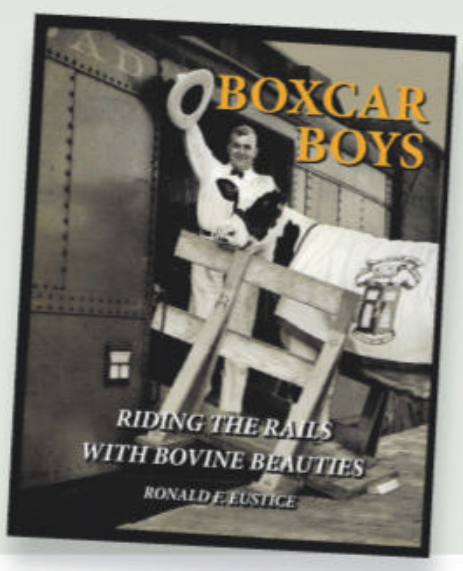
Rain gauges, thermometers and signs*, Kettle River Ironworks, (218) 564-6420; online at stores.kettleriverironworks.com, or visit Kettle River's Etsy shop at kettleriverironworks.*

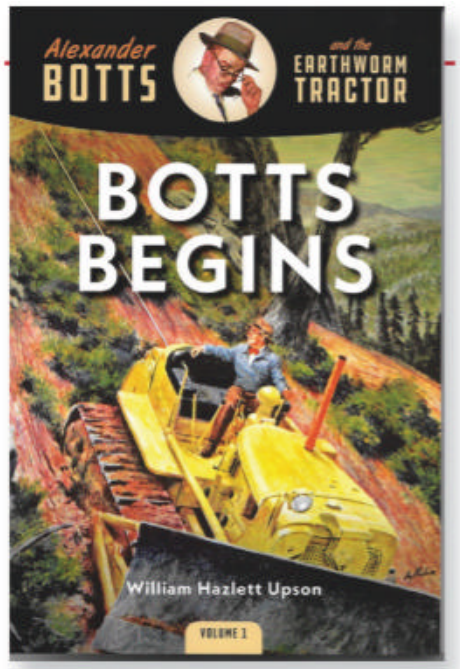
If you've ever been involved in a dairy operation, *Boxcar Boys: Riding the Rails with Bovine Beauties* is a must-have addition to your bookshelf. Author Ronald Eustice has jumped into an unusual topic – the young men who once rode along with show cattle in railroad freight cars en route to cattle shows all over the country – with both feet.

The trips, which could last weeks as the cattle traveled the show circuit, were a combination of primitive camping and high adventure. The young men tended to the cattle but also gained invaluable lessons from the best dairy cattle showmen in the country, and the author has painstakingly compiled dozens of affectionate profiles of these legendary stockmen and paired them with an incredible collection of historical photographs.

The book is a comprehensive march, starting with the introduction of cattle to North America and winding up with the beginning of air travel for show cattle. In between are chapters describing noteworthy train wrecks, histories of breed associations, cattle boxcar history, historic railroad cattle journeys and famed dairy operations. *Boxcar Boys* is definitely off the beaten path, but it is a fascinating exploration of a little-known topic.

Boxcar Boys: Riding the Rails with Bovine Beauties*, by Ronald F. Eustice, 2020. Paperback, 368 pages, black-and-white photographs. Available through Ronald F. Eustice, 7040 N. Via Assisi, Tucson, AZ 85704; www.roneustice.com; and on Amazon.*



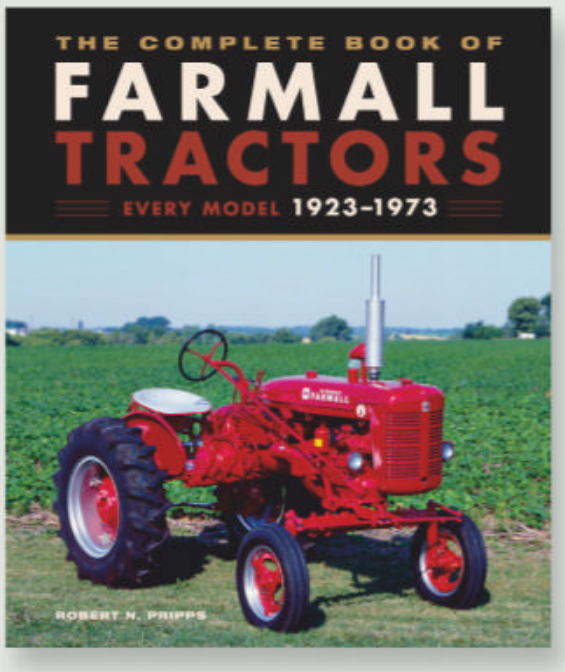


If you're looking for pure escapism – and who isn't, these days? – take a trip to the past, with Alexander Botts as your cheerful tour guide. In *Botts Begins: Alexander Botts and the Earthworm Tractor,* a collection of short stories, the fictitious Botts – who bills himself as "the world's best tractor salesman" – leaves a trail of hilarity and bedlam in his wake as he defies the odds to close every sale.

Launched in 1927 as a *Saturday Evening Post* series, the Botts stories reflect an era when machines and factories were changing society at a breakneck pace (well, by the standards of that time, anyway). It was a kinder, gentler time, one in which new technology was regarded as a modern marvel.

Botts and the Earthworm tractor are in the midst of it all. Enjoy a chuckle as you read of the salesman's cheerful determination as he faces new challenges. The work of author William Hazlett, who got a glimpse of Botts' world during his work conducting field demonstrations for Caterpillar salesmen, *Botts Begins* is an authentic and entertaining romp through a time few remember.

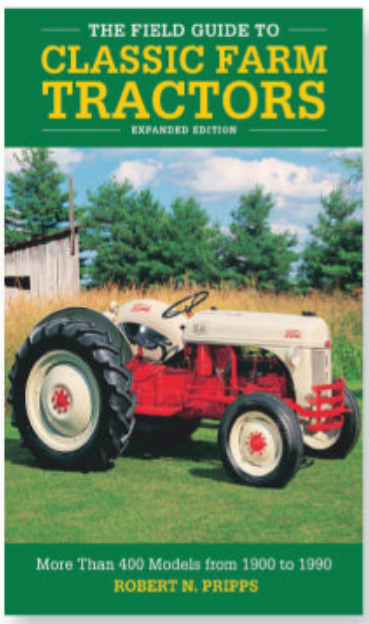
Botts Begins: Alexander Botts and the Earthworm Tractor, *by William Hazlett Upson, 2020, published by Octane Press. Paperback, 254 pages, original black-and-white illustrations that appeared with the short stories in the Saturday Evening Post. Excerpted in this issue, pages 24-26. Available from Octane Press, www.octanepress.com.*



If you're a Farmall fan, Robert Pripps' new book – *The Complete Book of Farmall Tractors: Every Model 1923-1973* – will have you seeing red. A regular contributor to *Farm Collector,* Pripps traces the entire range of Farmall tractors in his customary engaging style, throwing in series evolution, historical context and technical details. Handsome photography – much of it by famed photographer Andrew Morland – rounds out the package.

For good measure, the book also includes coverage of the entry-market Cub (unveiled in 1947), as well as the Hundred Series, up to the end of the line in 1973. Specification tables highlight key technical and performance specifications. A solid addition to your reference library, and a joy to dip into on a long winter's night!

The Complete Book of Farmall Tractors: Every Model 1923-1973, *by Robert N. Pripps, 2020, published by Motorbooks. Hardcover, 192 pages, color photographs and vintage advertising. Available from FarmCollector.Com/Store or by calling (866) 624-9388. Mention promo code MFCPAKZG. Item #10351.*



Stuck on a desert island with just one book? You could do worse than to pick *The Field Guide to Classic Farm Tractors*. Robert Pripps' new release covers more than 400 models from 1900 to 1990, right up through the more recently collectible models of the 1970s and '80s.

This expanded edition of the Pripps field guide includes the legendary models you remember, plus more than a few you'll see for the first time. The guide includes the household names – Allis-Chalmers, Case, Caterpillar, John Deere, Ford, International Harvester and Farmall – as well as Advance-Rumely, Cockshutt, Eagle, Fate-Root-Heath, Ferguson, Hart-Parr, Minneapolis-Moline and Oliver.

Each model description is accompanied by a specification chart capturing important technical details covering rpms, horsepower, fuel type, maximum speed, weight and more. You'll come back to this one again and again!

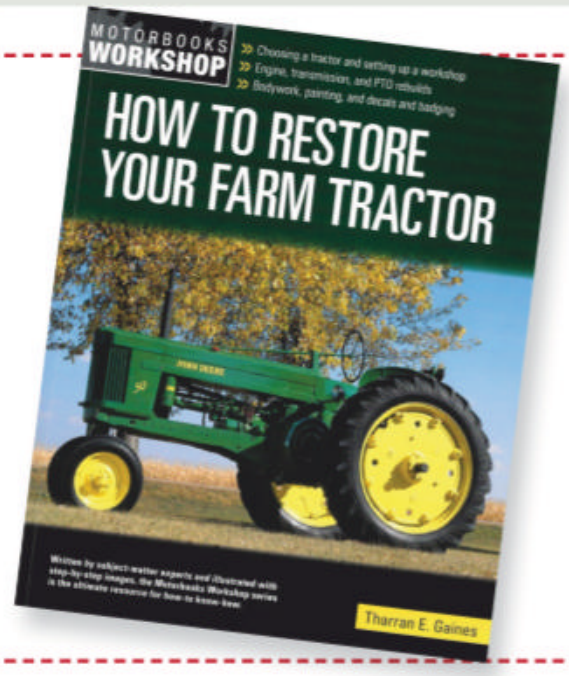
The Field Guide to Classic Farm Tractors, Expanded Edition: More than 400 Models from 1900 to 1990, *by Robert N. Pripps, 2020, published by Motorbooks. Hardcover, 256 pages, color photography. Available from FarmCollector.Com/Store or by calling (866) 624-9388. Mention promo code MFCPAKZG. Item #10353.*

Whether you're new to restoration or looking for a refresher course, Tharran Gaines' *How to Restore Your Farm Tractor* is a terrific resource, packed with the details needed to complete a first-class restoration.

Tractor expert Tharran Gaines provides hundreds of instructive full-color photographs, proven tips and techniques, and money-saving advice from restorers who know what works and what doesn't.

Gaines provides step-by-step restoration techniques applicable to all of the most popular makes and models, covering every system as well as bodywork, paint, shop setup, and even choosing the tractor that's right for you. Also included: information on antique tractor shows and an up-to-date section on parts sources. This is the book that can help push your project over the finish line!

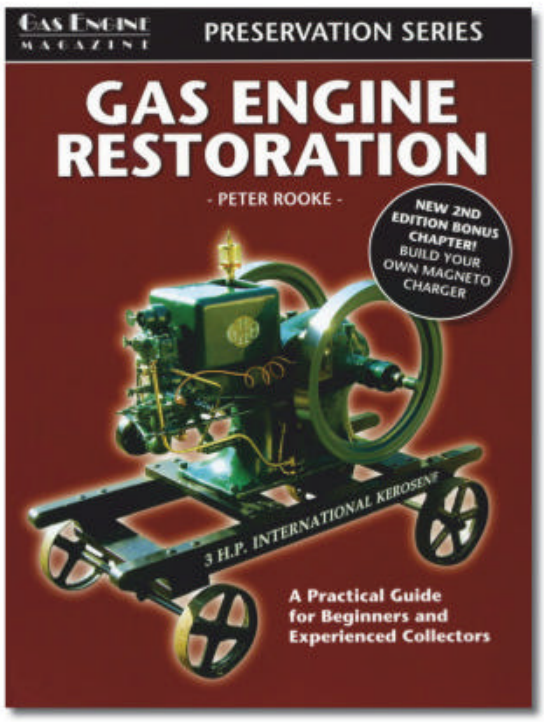
How to Restore Your Farm Tractor, *by Tharran Gaines, 2020, published by Motorbooks. Paperback, 256 pages, color photographs. Available from FarmCollector.Com/Store or by calling (866) 624-9388. Mention promo code MFCPAKZG. Item #10305.*



FARM COLLECTOR

RECOMMENDED PRODUCTS FOR THE VINTAGE FARM COLLECTOR

Best Seller!

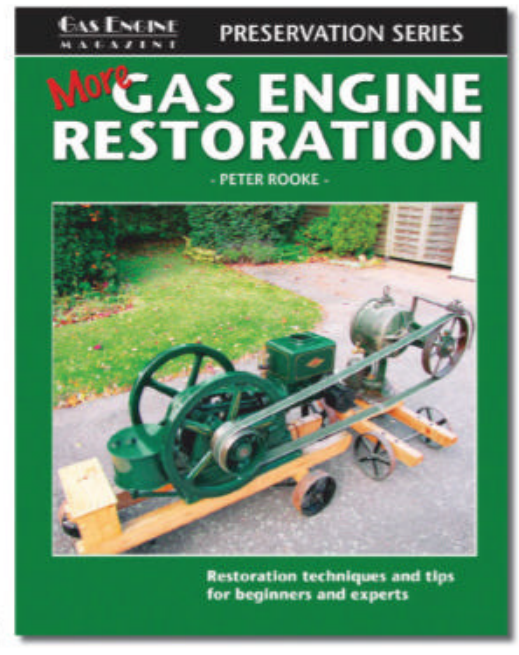


GAS ENGINE RESTORATION

From start to finish, Peter Rooke's revised, easy-to-follow narrative will impress and educate both new and experienced hobbyists with exhaustive coverage of the process. In 112 pages, Rooke meticulously leads you from stripping an engine through rebuilding each component — from bearings to cylinder head to ignition. Tips along the way cover everything from repairing damaged threads to removing rust and zinc plating.

#5463 ~~$19.95~~ $15.96

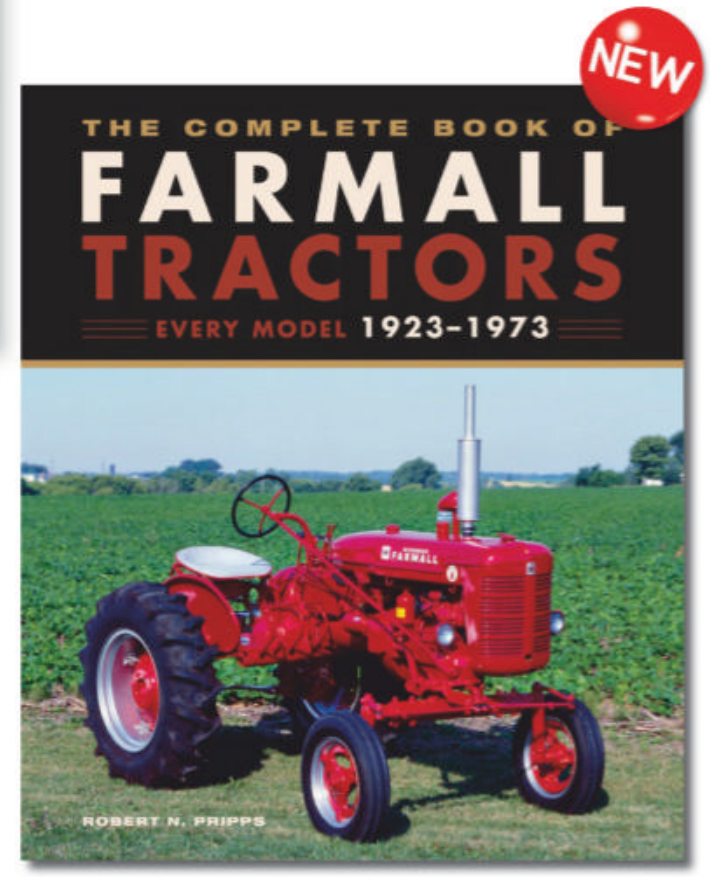
Best Seller!



MORE GAS ENGINE RESTORATION

A follow-up to his highly regarded first book (pictured above), this newest gas engine restoration guide from veteran vintage engine restorer Peter Rooke offers a wealth of information for both the new and experienced engine hobbyist. Drawing from his experience repairing and restoring gas engines, Rooke shares the tips and techniques he's acquired to aid engine restorers in almost every facet of the restoration process.

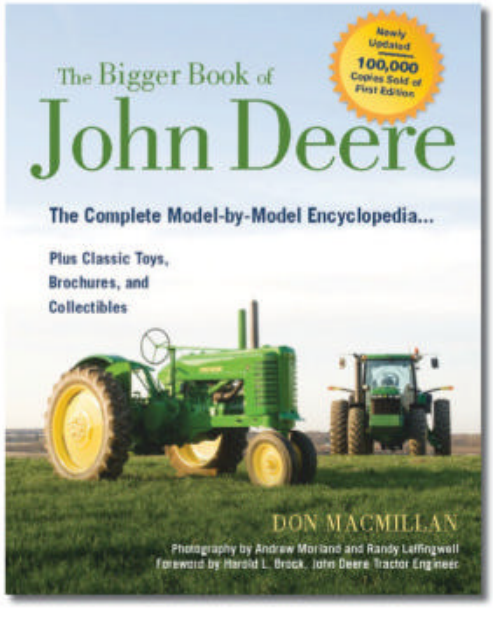
#7949 ~~$19.95~~ $15.96



THE COMPLETE BOOK OF FARMALL TRACTORS: EVERY MODEL 1923-1973

Through engaging text and fascinating photography, *The Complete Book of Farmall Tractors* preserves the story of the legendary pioneering machines in detail. The book's content is organized chronologically, and its detailed text shines a light on Farmall's long history and evolution. Beautiful images, both modern and historic, bring the story to life and thorough spec tables highlight key technical and performance specifications.

#10351 ~~$45.00~~ $38.25

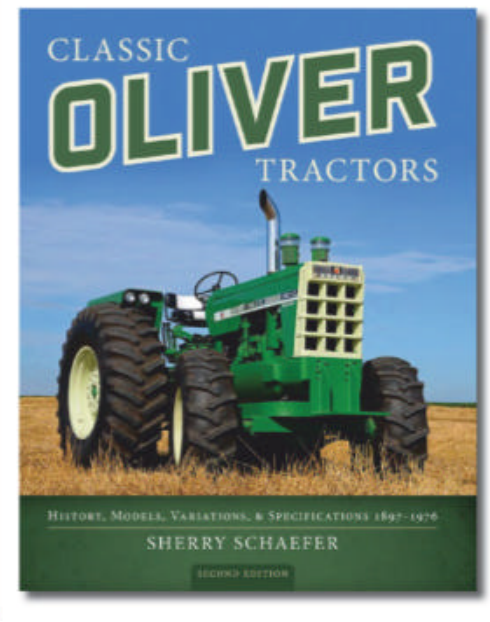


Best Seller!

THE BIGGER BOOK OF JOHN DEERE

This is a model-by-model encyclopedia of John Deere tractors from their first appearance in 1892 to the latest 2009 models. Photographs showcase beautifully restored tractors as well as unique paintings and artwork from the Deere archives, rare and valuable original brochures, and studio photos of John Deere toys and models. For tractor enthusiasts, John Deere aficionados and devotees of American farm machinery at its finest, this big book is an unparalleled compendium of pictures and facts.

#4511 ~~$34.99~~ $29.74

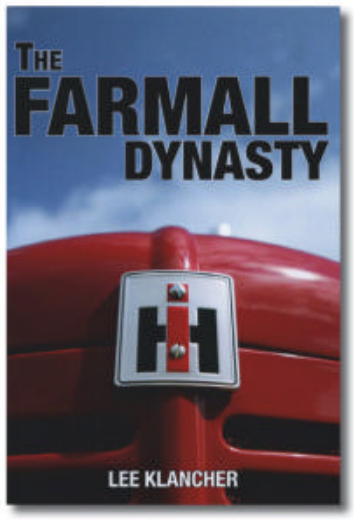


Best Seller!

CLASSIC OLIVER TRACTORS

Classic Oliver Tractors chronicles this historic agricultural brand from when James Oliver bought a quarter-share of the South Bend Foundry in 1855 to when the last Oliver-branded tractor rolled off the assembly line in 1976. From Oliver's industrial and crawler tractors to international ventures, this colorful guide illustrates Oliver's compelling part in agriculture history.

#9311 ~~$40.00~~ $34.00

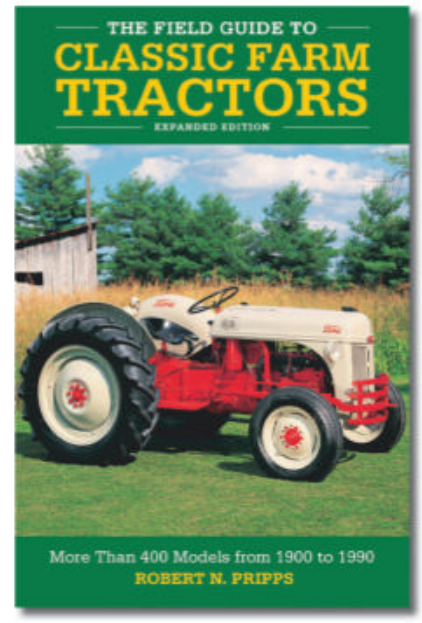


Best Seller!

THE FARMALL DYNASTY

The Farmall Dynasty recounts the dramatic story of the developmental history of tractors built by International Harvester, the dominant agricultural manufacturer of the early 20th century. The book includes well–researched accounts of the development of the original Farmall, the Letter Series, the 4100, Cub and other legendary IHC tractors, with firsthand accounts from factory engineers describing the challenges they faced.

#6382 ~~$19.95~~ $16.96



THE FIELD GUIDE TO CLASSIC FARM TRACTORS, EXPANDED EDITION

A classic farm tractor is a conversation starter and a comforting reminder of childhoods on the farm and adulthood's twisting a wrench in the garage or shop. Tractors are cultural touchstones of another era. All of that nostalgia is here in this expanded edition of *The Field Guide to Classic Farm Tractors*. This photo-filled collection features landmark models from all the major marques such as Allis-Chalmers, J. I. Case, Caterpillar, and more!

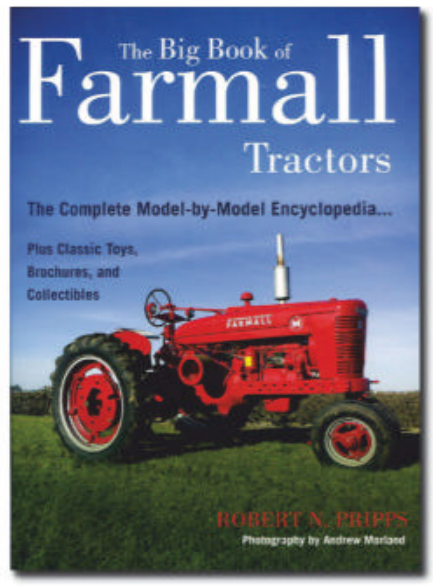
#10353 ~~$34.99~~ $29.74

Best Seller!

THE BIG BOOK OF FARMALL TRACTORS

The first book to feature every Farmall model, *The Big Book of Farmall Tractors* chronicles the background of McCormick-Deering and International Harvester and outlines the beginnings of IH's production of the treasured Farmall tractor from its inception in 1923 until the last model rolled off the assembly line in the mid-1970s. Highlights include stories of the innovative spirit of the "McCormick Men," the battle with John Deere to produce the best-selling, most popular tractor, and the challenges IH faced when the 560 and 460 models failed in the field.

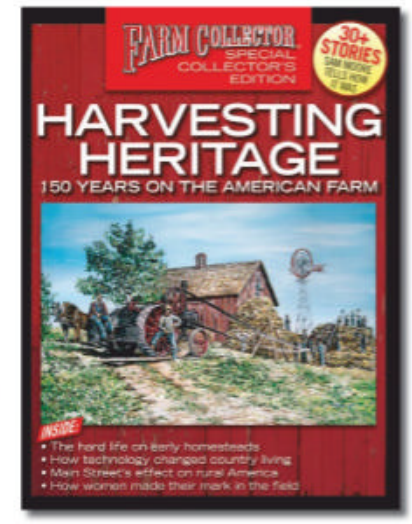
#3123 ~~$27.99~~ $23.79



HARVESTING HERITAGE

Harvesting Heritage: 150 Years of the American Farm is a special collector's edition featuring more than 35 great essays from Sam Moore, author of *Let's Talk Rusty Iron* as featured in *Farm Collector*! As a student of the past, Moore learned his lessons well. Today, he can tell you not only how farms were once operated, but why farmers did things the way they did.

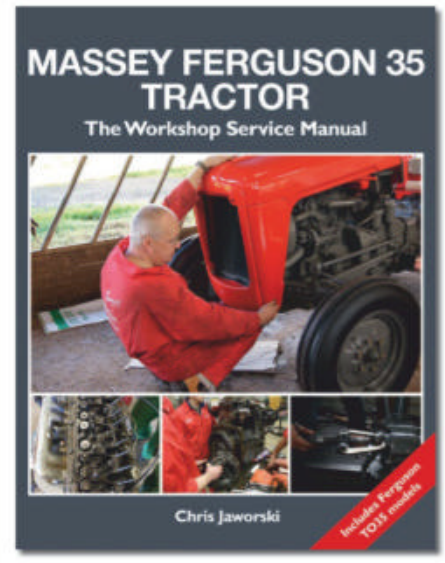
#5568 ~~$7.99~~ $1.99



FARM COLLECTOR IN RUST WE TRUST HAT

This *Farm Collector* "In Rust We Trust" hat will quickly become your go-to hat for field work, restoring an old tractor, or just a trip into town. Featuring an embroidered patch with the motto "In Rust We Trust", a 100% brushed cotton twill structured crown, a pre-curved visor with a mesh back, and velcro closure, this hat will feel like an old favorite the first time you put it on!

#10440 ~~$17.99~~ $16.19



MASSEY FERGUSON 35 TRACTOR: THE WORKSHOP SERVICE MANUAL

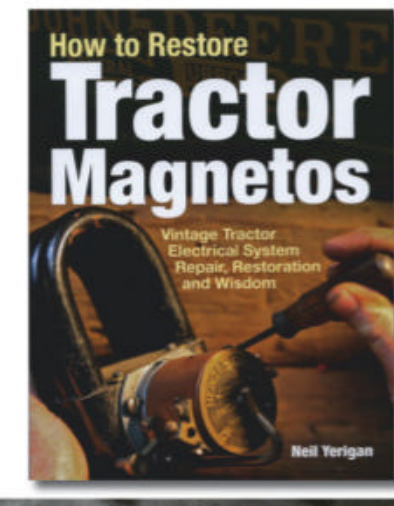
In this book, author Chris Jaworski provides easy-to-follow, comprehensive information about the MF 35 and TO35 tractor. Each chapter includes step-by-step instructions illustrated with clear photographs, covering all aspects of the MF 35 and TO35 3-cylinder, 4-cylinder, and petrol/TVO models.

#10162 ~~$19.99~~ $16.99

HOW TO RESTORE TRACTOR MAGNETOS

How to Restore Tractor Magnetos is the essential guide to farm tractor electrical systems and offers the tractor restorer all the information needed to restore, repair, and diagnose magnetos. Authored by the late Neil Yerigan, who was a master of working with vintage electronics, the book comprehensively covers how magnetos function as well as how to troubleshoot and repair common problems.

#6384 ~~$24.95~~ $21.21



To order, call toll-free 1-866-624-9388 (outside the United States and for customer service, call 785-274-4366) or go to

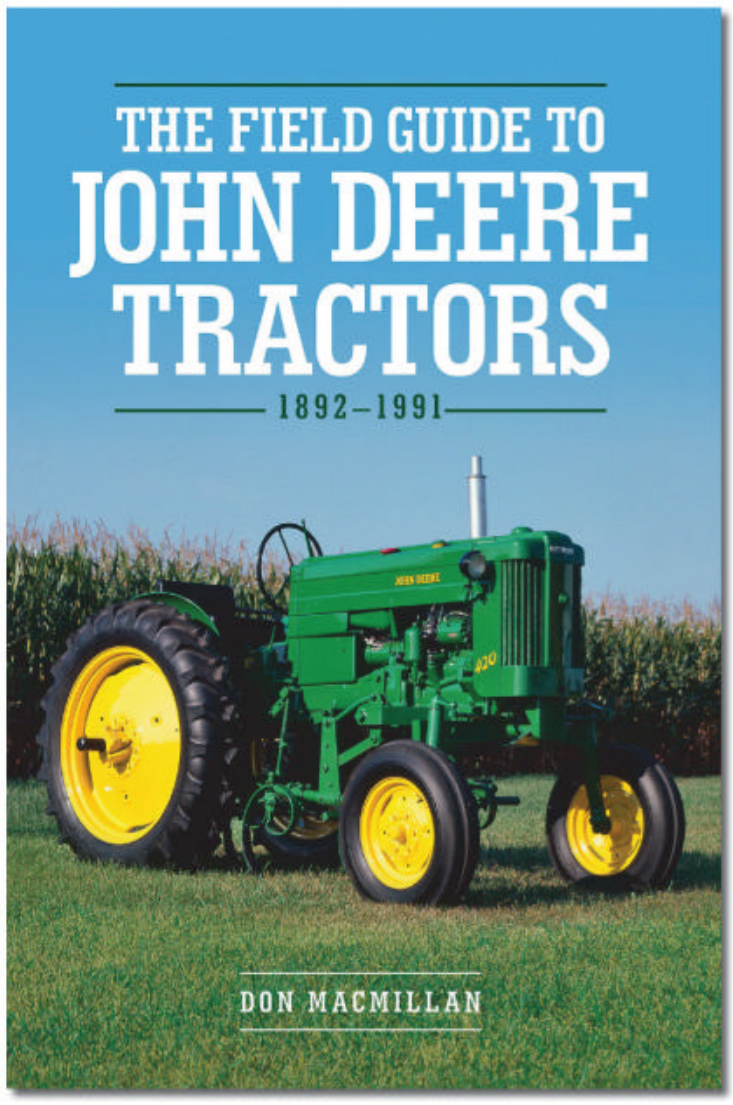
FarmCollector.com/Store
Mention code MFCPAKZF.

Promotion Expiration Date: December 7, 2020

For mail-in orders: Add $6.95 for shipping and order as many books as you'd like.

FARM COLLECTOR

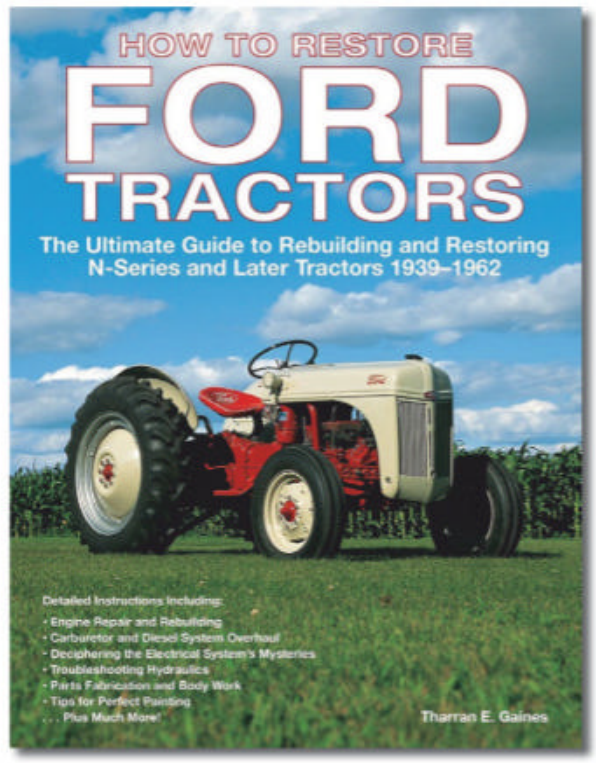
RECOMMENDED PRODUCTS FOR THE VINTAGE FARM COLLECTOR



THE FIELD GUIDE TO JOHN DEERE TRACTORS 1892-1991

This convenient, easy-to-use field guide puts a wealth of information right into your hands! You'll find brief histories, model runs, specification details, and eye-catching color photographs of more than 500 models of John Deere tractors, from the 2-cylinder series of 1892 to modern multicylinder models. The late Don Macmillan is considered one of the world's most respected John Deere historians.

#9891 ~~$21.99~~ $18.69

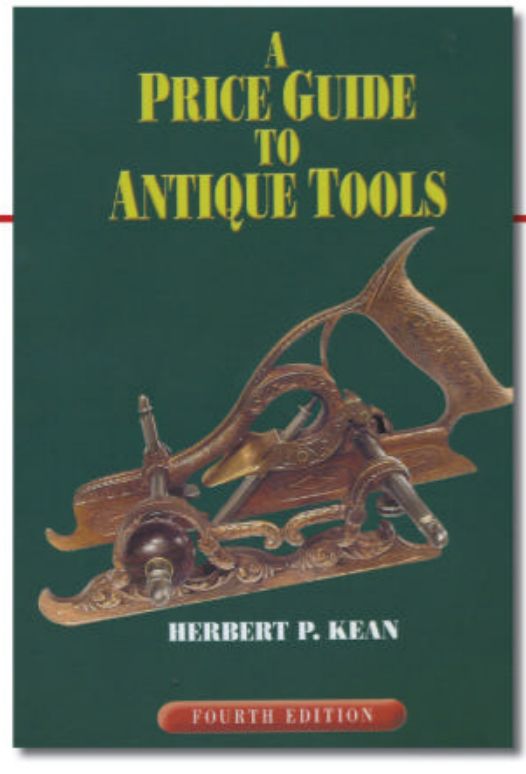


HOW TO RESTORE FORD TRACTORS

How to Restore Ford Tractors is a hands-on guide to restoring Fordson, Ford-Ferguson and Ford tractors through 1962, all in full-color photography. It covers everything from choosing a tractor to purchase, troubleshooting, disassembly, engine and gearbox rebuilds, electrical work, reassembly, painting and post-restoration care and maintenance. It also includes sources for parts, decals, tires, and so forth, as well as addresses for tractor clubs and collectors associations.

#4281 ~~$34.99~~ $29.74

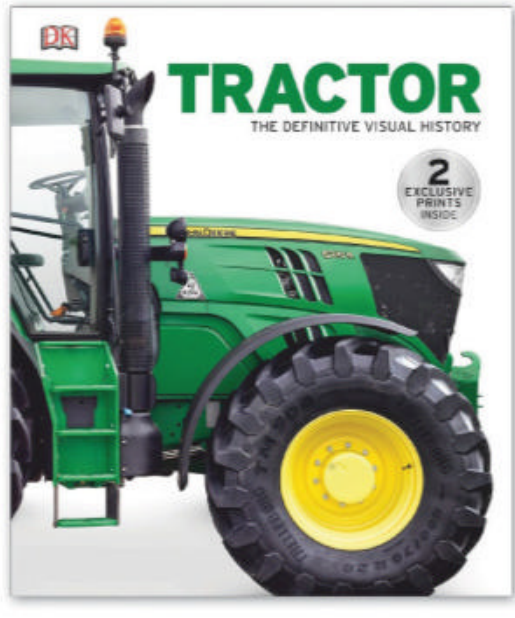
Best Seller!

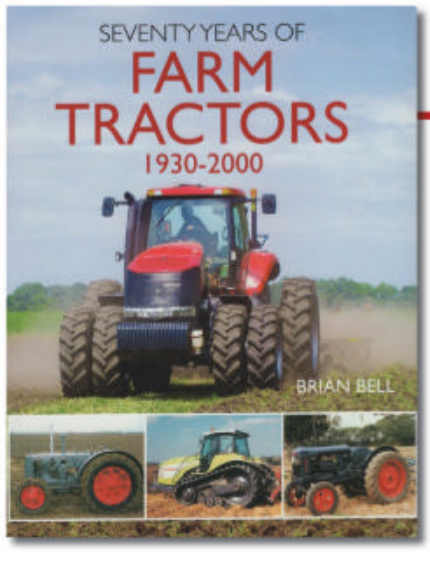


A PRICE GUIDE TO ANTIQUE TOOLS, 4TH EDITION

The fourth edition of Herbert Kean's *A Price Guide to Antique Tools* takes its prices from live and Internet auctions as well as private sales. Like previous editions, the guide includes more than 12,000 prices (individual and chart combinations) that represent extraordinary tools, as well as those found in flea markets.

#7234 ~~$17.95~~ $15.26





SEVENTY YEARS OF FARM TRACTORS

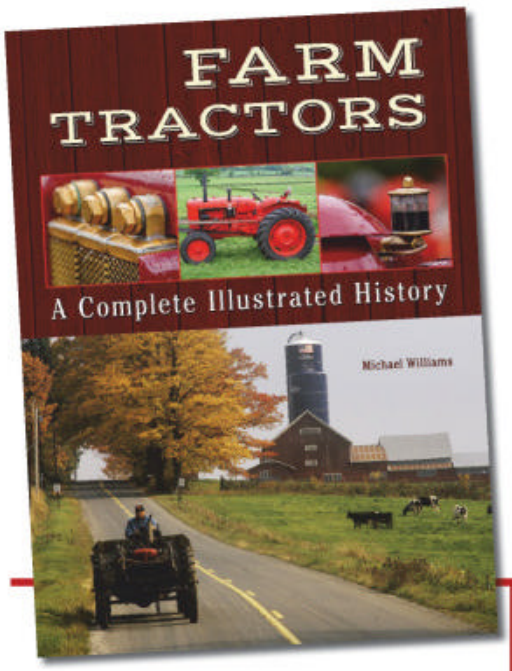
Seventy Years of Farm Tractors traces the evolution of the farm tractor. Covering a total of 100 manufacturers in alphabetic order, author Brian Bell gives a history of each company and its major models. Illustrated with a wealth of photographs and extracts from sales literature, this informative text provides a complete overview perfect for any tractor enthusiast.

#10040 ~~$27.99~~ $23.79

TRACTOR: THE DEFINITIVE VISUAL HISTORY

Packed with images and tractor data on more than 200 iconic machines, *Tractor* explores the entire range of tractors and farming machines from around the world. From John Deere to Massey Ferguson, all are beautifully illustrated inside these pages.

#10037 ~~$30.00~~ $25.50



FARM TRACTORS: A COMPLETE ILLUSTRATED HISTORY

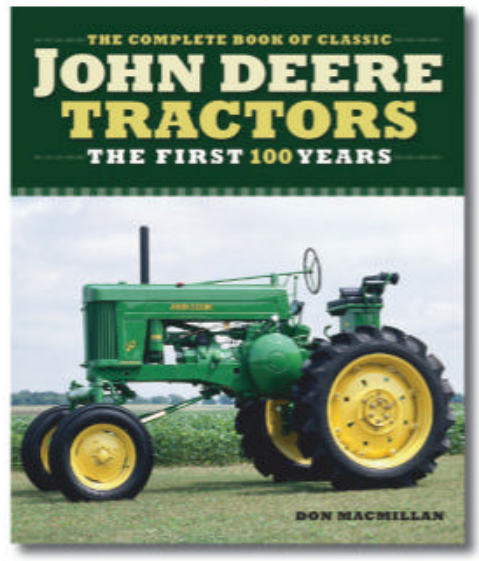
Author Michael Williams, a recognized authority on the global history of power farming, combines his agricultural background and technical writing acumen to bring readers a comprehensive look at the rise of this revolutionary machine that changed the face of farming around the world.

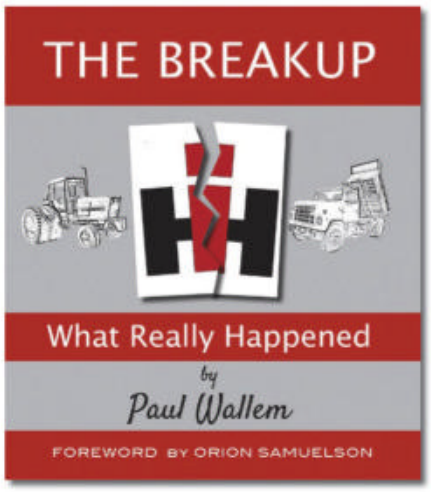
#9839 ~~$24.95~~ $21.21

THE COMPLETE BOOK OF CLASSIC JOHN DEERE TRACTORS: THE FIRST 100 YEARS

The Complete Book of Classic John Deere Tractors explores the range of iconic "green tractors" with which Illinois-based John Deere has become one of the world's most recognizable brands. This fact-packed volume takes you through dozens of John Deere farm models, beginning with the 1892 Waterloo Boy and ending with the game-changing New Generation and Generation II lines.

#10151 ~~$45.00~~ $38.25





THE BREAKUP: WHAT REALLY HAPPENED

How did one of the biggest-selling brands in history go under? There are a variety of reasons and opinions, all of which are explored in *The Breakup*. The 192 color pages inside this book not only examines the causes of the dissolution, it pays homage to this magnificent brand that has long outlived the company.

#9875 ~~$24.00~~ $22.80

STRAIGHT FROM THE HORSE'S MOUTH: THE WHEEL HORSE STORY

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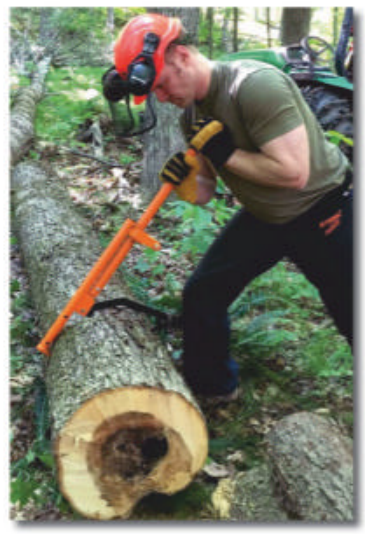

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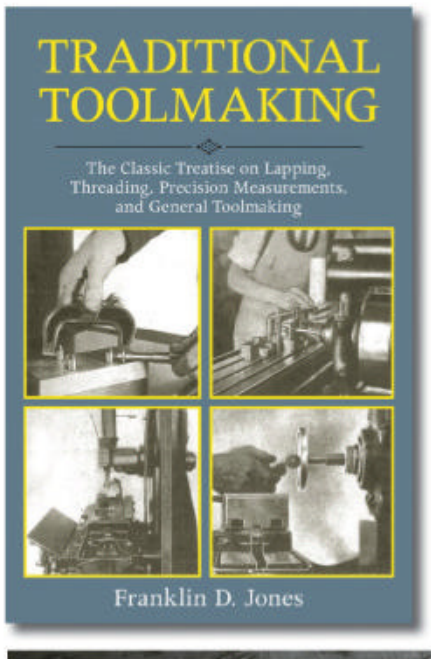

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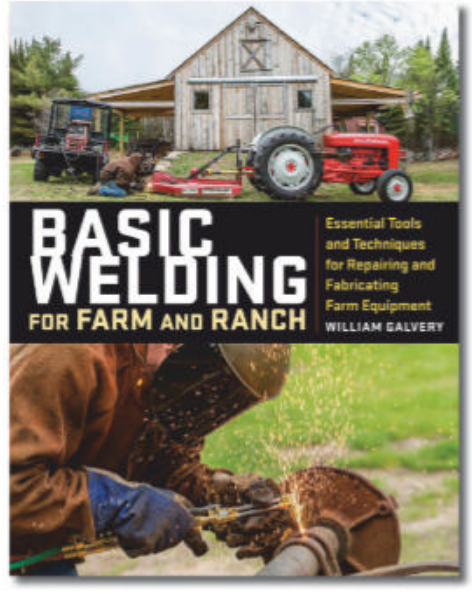

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January 2021	October 28 2020
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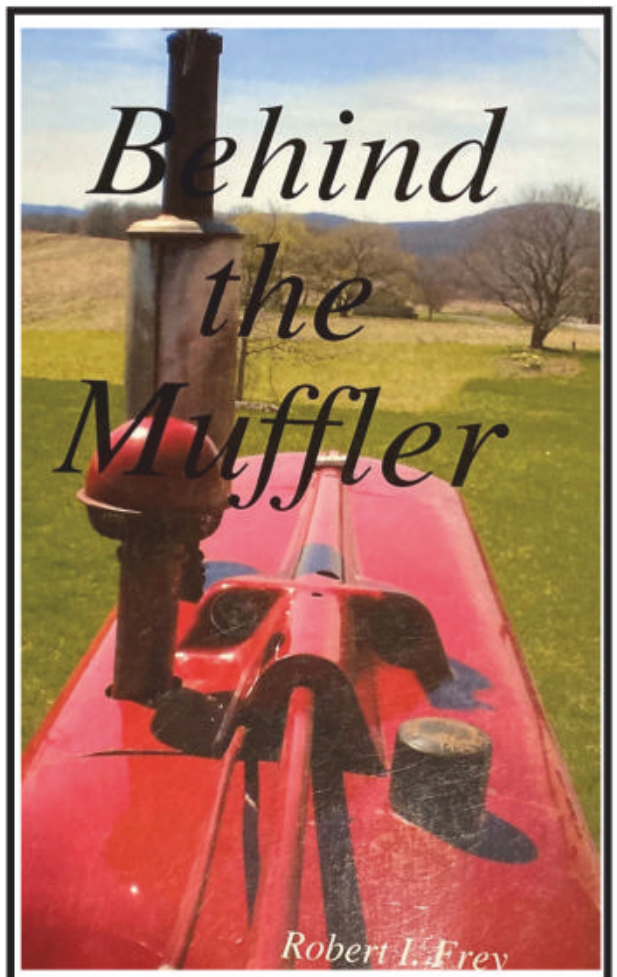

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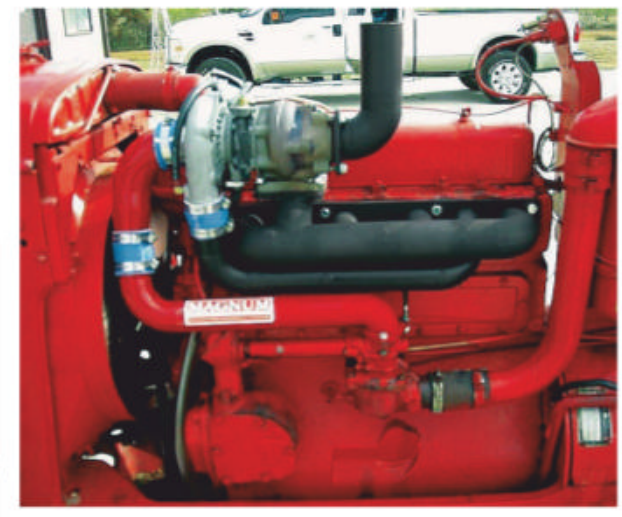

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